PUBLISHED MONTHLY PRICE ANNAS 8.
THE INDIAN RAILWAY
TRAVELLERS' GUIDE.
THE BEST AND MOST COMPLETE GUIDE IN INDIA.

Time and Fare Tables of all Indian Railways Steam Boats, and Daks, Places of interest Inland and along the Coast, Postal and Telegraphic information, &c., &c.

COLOURED MAP OF INDIA.
"Bombay Gazette" Press, Fort, Bombay.

The Bombay Gazette.

No. 52,892—New Series.
BOMBAY:—TUESDAY, JUNE 16, 1903.
PRICE 4 ANNAS.

OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

HENNESSY'S
THREE STAR
BRANDY.
Insist upon having it.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

DEPARTURES FOR EUROPE

WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

SATURDAY 2 P.M.

Vessels.	Tons.	Captains.	1903.
*ARABIA	7903	T. Leigh	20th June
M. L. EGYPT	7912	G. L. Langborne,	27th ,,
*PERSIA	7951	W. A. Wheler	4th July
M. L. ARABIA	7903	T. Leigh	11th ,,
*CALEDONIA	7558	E. H. Gordon	18th ,,
M. L. PERSIA	7951	W. A. Wheler	25th ,,
*PENINSULAR	5294	A. G. Cubitt	1st Aug
M. L. CALEDONIA	7558	E. H. Gordon	8th ,,
*ORIENTAL	5284	F. N. Tillard	15th ,,
M. L. MASSILIA	5011	G. W. Cockman,	22nd ,,
*PENINSULAR	5294	A. G. Cubitt	29th ,,
M. L. EGYPT	7912	G. L. Langborne	5th Sept.
*ORIENTAL	5284	F. N. Tillard	12th ,,
M. L. ARABIA	7903	T. Leigh	19th ,,
*PENINSULAR	5294	A. G. Cubitt	26th ,,

The Steamers marked M. L. proceed to Marseilles, Plymouth and London, passengers for Brindisi transhipping at Port Said.

The steamers marked * proceed to Aden only, and Passengers tranship there for Brindisi, Marseilles, Plymouth or London.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to sailing, and CABIN BAGGAGE before 9 A.M., on SATURDAY. The attention of Passengers is called to the importance of having their Baggage Labelled with Port of Destination.

* Tenders leave the Ballard Pier on day of sailing. All Passengers must attend at that place between 11-30 A.M. and 12-30 P.M., for medical inspection by the Health Officer of the Port, and no one will be allowed on board the Mail Steamer unless so examined and conveyed thence in the Company's steam barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passenger cannot go on board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AND AUSTRALIA.

The Company's STEAMERS LEAVE BOMBAY FORTNIGHTLY, usually on WEDNESDAYS, taking Passengers for the STRAITS, CHINA and JAPAN, and return Tickets are issued on favourable terms.

Cargo Steamers are despatched to China at frequent intervals calling at Ports en route.

F. RITCHIE,
Superintendent, P. & O. S. N. Company.
Bombay, 3rd June, 1903.

HOMEWARD PASSAGES.

GRINDLAY GROOM & Co.,
BOMBAY.

PASSENGERS booked without charge, and on Favourable Terms. Berths carefully selected.
SLEEPING CAR and CONTINENTAL RAILWAY TICKETS procured.
RAILWAY OFFICIALS and MISSIONARIES booked at Reduced Rates.
PASSAGES booked to ENGLAND via JAPAN and AMERICA, by the Canadian Pacific, Occidental and Oriental, and Pacific Mail Routes.
HANDBOOK giving Details of Fares, &c., and List of Sailings by all Lines sent free on application.
PASSENGERS met on arrival.
BAGGAGE shipped and cleared and Insurance effected covering all risks.
PACKAGES cleared or shipped.
CIRCULAR NOTES, BANK NOTES, DRAFTS, and SOVEREIGNS at current rates.

Calcutta Agents.—GRINDLAY & Co.
LONDON AGENTS.—GRINDLAY & Co.

AUSTRIAN LLOYD'S S. N. Co.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

BOMBAY TO TRIESTE VIA ADEN, SUEZ, & PORT SAID

DIRECT LINE.

Steamer.	Captain.	Tons.	To sail on
IMPERATOR	P. Ivollich	4,119	1st Oct., 1903.

PASSAGE MONEY.

	1st Class.	2nd Class.	Deck.
TRIESTE OR VENICE	Rs. 600,	Rs. 325,	Rs. 150.

ORDINARY LINE.

Steamer.	Captain.	Tons.	To sail on or about
* † CHINA	F. Mosca	5,400	19th June 1903
TIROL	G. Gilhuber	2,771	18th July 1903
* † VINDOBONA	B. Cobol	4,351	25th July 1903

* Will call at Karachi. † Will call at Fiume.

PASSAGE MONEY BY THIS ROUTE.

	Saloon.	Deck.
TO TRIESTE OR VENICE	Rs. 400	Rs. 150.

RETURN TICKETS TO TRIESTE AND VENICE AVAILABLE FOR ANY PERIOD WITHIN TWO YEARS.

1st Class Rs. 900. 2nd Class Rs. 488. Saloon Rs. 600.

THROUGH TICKETS TO LONDON.

1st and 2nd Class Single and Return Tickets are issued via Trieste, the St. Gothards, and other Routes.

INTERCHANGEABLE TICKETS WITH THE MESSAGERIES MARITIMES CO.

The Company are now in a position to issue RETURN TICKETS available for one way by the Austrian Lloyd's and the Return Voyage by the Messageries Maritimes Co., at reduced fares.

Passengers to VENICE tranship at TRIESTE to another steamer of the Company, which takes about 6 hours to cross the Gulf.

STEAM TO JAPAN, VIA COLOMBO, PENANG, SINGAPORE, HONGKONG, SHANGHAI, YOKOHAMA, AND KOBE.

Steamer.	Captain.	Tons.	To sail on or about
MARQUIS BACQUEHEM	T. Rassevich	4,409	23rd June, 1903.

For further particulars regarding Passages, Apply to,

E. SCARPA, Agent.
Sassoon House, 52, Church Gate Street
Fort, Bombay

THOS. COOK AND SON,

BANKERS, PASSENGER AND FORWARDING AGENTS.

HOMEWARD PASSAGES
AT
REDUCED RATES.

FOR long PERIOD RETURN TICKETS by P. and O. and other Lines.
PASSAGES engaged by all Liners and Non-Liners FREE OF CHARGE FOR COMMISSION. Special attention to the selection of berths and grouping of passengers.
SPECIAL REDUCTIONS to Families, Missionaries and Railway Officials to London; also to Government Officials via China and America to Europe.
THROUGH TICKETS issued from any Railway station in India to all parts of the World.
COOK'S INTERPRETERS meet and assist passengers at London, Marseilles, Genoa, and all Chief Towns of the world.
OUTWARD PASSAGES engaged and ticket supplied from any part of the World to India.
PASSENGERS' BAGGAGE received, forwarded or insured against theft and all risks.
PACKAGES of every description stored, and shipped as cargo to all parts of the world at lowest rates; ESTIMATES on application.
CURRENT ACCOUNTS opened and amounts placed on DEPOSIT for FIXED PERIODS.
STOCKS and SHARES bought and sold.
DRAFTS, CIRCULAR NOTES, & LETTERS OF CREDIT issued and REMITTANCES made.

BOMBAY, CALCUTTA, RANGOON, COLOMBO,

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED,

Intend to despatch Steamers as follows:—

FOR KURRACHEE DIRECT.

S. S. "DUMRA," 1,695 tons, on FRIDAY, the 19th June, at 2 p.m., or later, on arrival of the English Mail.

FOR KURRACHEE DIRECT AND PERSIAN GULF.

S. S. "HENZADA," 2,078 tons, on TUESDAY, the 16th June, at 10 a.m., calling at Kurrachee, Gwadur, Muscat, Bunder Abbas, Linga, Bahrein, and Bushire, in the foregoing or any order (weather permitting).

FOR KURRACHEE, MUSCAT, BUSHIRE AND BUSREH.

S. S. "KATORIA," 1,127 tons, on THURSDAY, 18th June, at 10 a.m.

FOR MOMBASA, ZANZIBAR, BEIRA, DELAGOA BAY, AND DURBAN.

S. S. "SHIRALA," 5,238 tons, on or about TUESDAY, 16th June.

S. S. "PALITANA," 2,998 tons, on or about TUESDAY, the 30th June.

FOR CALCUTTA VIA COAST.

S. S. "SIRDHANA," 2,729 tons, on or about SATURDAY, 27th June.

MACKINNON, MACKENZIE & Co.,
Agents.
Bombay, 15th June, 1903.

KING, KING & Co.,

BANKERS AND EAST INDIA AGENTS, BOMBAY.

PASSAGES engaged, and best available Berths secured, at Lowest Rates obtainable by P. & O., and all other Steamers, Free of Charge for Commission.

Latest List of Sailings, Fares, and full information furnished by return of post, on application.

Special attention paid to the grouping of Passengers travelling 2nd Class by P. & O.

Every Assistance rendered to Passengers on arrival in Bombay. Baggage taken over at the Railway Stations and Shipped.

Special Agents of the Firm meet all Steamers at Brindisi and Marseilles.

Packages of every description received for despatch as Cargo to Messrs. Henry S. King & Co., London; or Messrs. King, Baillie & Co., Liverpool. Freight and Marine Insurance at the Lowest Rates. Quotations furnished on Application.

KING, HAMILTON & CO.,
CALCUTTA.
HENRY S. KING & Co., LONDON.

ANCHOR LINE.

HENDERSON BROTHERS, LIMITED.

SPECIALLY REDUCED FARES.

ON January 1st, 1903, the Anchor Line made an all-round reduction on their Indian Service Fares, and their rates of Passage Money are now as follows:—

Bombay to Liverpool (all the way by sea)...Rs. 550
Bombay to Marseilles... ,, 520

Passengers proceeding to London from Marseilles are charged £5 extra for Railway Tickets at current rates of exchange on the fare to Marseilles. To New York, Rs. 700; Suez or Port Said, Rs. 250.

Return Ticket to Liverpool (all the way by Sea), Rs. 850.

Bombay to London, via Marseilles, and back from Liverpool, Rs. 895.

Return Tickets are available for two years.

Besides the above reduction Concessions are also granted to Families, Railway employees, Hospital Nurses, Missionaries. Tea Planters, &c.

The Anchor Line have lately added several large new passenger steamers to their fleet, each carrying fifty to sixty First Class Passengers in large airy Cabins all situated on the Upper Deck. For comfort these steamers cannot be surpassed.

The Railway journey from Marseilles to London occupies about thirty hours. Each steamer carries a duly qualified surgeon and an experienced Stewardess and is fitted out with every comfort. All Cabins are on the Upper Deck.

The following sailings have been arranged:—

Steamers.	Captains.	Sailing about.
KALIBIA	H. Tait	18th June.
ASIA	J. W. Shanklin	30th June.
ARABIA	George Read	12th July.
OLYMPIA	C. F. Osborne, R. N. R.	31st July.
AUSTRALIA	Andrew Tait	21st Aug.
BRITANNIA	A. C. Turner, R. N. R.	3rd Sept.
KALIBIA	H. Tait	30th Sept.
MASSILIA	J. Thompson	7th Oct.
PERSIA	G. Mitchell	30th Oct.
CIRCASSIA	A. Haig	8th Nov.

The advertised rates to Europe include a passage by steamers between Karachi and Bombay. Passengers wishing to embark at Karachi can obtain through tickets via Bombay to Europe Passengers must obtain the tickets for such passages before embarking from Messrs. D. GRAHAM & Co. Karachi, or from us.

For rates for steamers not carrying Surgeon and stewardess, or any other information regarding Passages, &c., apply to the Undersigned.

W. & A. GRAHAM & Co.,
Agents.
Graham's Buildings, Bombay.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

TO MARSEILLES.

Vessels.	Tons.	Captains.	To Sail on THURSDAY.
OCEANIEN	4,259	Guigues	2nd July 1903.
ERNEST SIMONS	5,707	Dupuy Fromy	30th July 1903.
ARMAND-BEHIC	6,635	Flandin	10th Sept. 1903.

INTERCHANGEABLE TICKETS WITH THE AUSTRIAN LLOYD'S S. N. Co.

The Company are now in a position to issue RETURN TICKETS available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at Reduced Fares. This arrangement will prove, in some cases, of special advantage to Passengers on three months' privilege leave.

TO AUSTRALIA DIRECT AND FAR EAST BY TRANSHIPMENT AT COLOMBO.

S. S. "ARMAND-BEHIC," 6,635 tons, Captain Flandin, to sail on or about the 26th June, 1903.

For further particulars apply to

P. de BURE, Agent.
New Oriental Bank Buildings, 57, Esplanade Road, Bombay.

DEUTSCHE OST AFRIKA LINIE. (GERMAN EAST AFRICA LINE.)

BOMBAY—AFRICA.

THE following Steamers will SAIL:—

Vessel.	Tons.	Capt.	To sail.
S. S. REICHSTAG	2,085	Oswald	25th June.

Taking Passengers and Cargo for ZANZIBAR, MOMBASA, and all Eastern and Southern Ports of AFRICA up to CAPE TOWN.

For Rates and Particulars apply to

A. STRANDES,
Agent.
24, Medow Street, Bombay, 13th May, 1903.

THE HUNTSMAN'S MOTTO—MEET AND DRINK ("J. R. D.")

ROBERTSON'S DUNDEE WHISKY.

J. R. D. is the SCOTCH WHISKY preferred by all Connoisseurs.
To be had of
ALL WINE MERCHANTS,
BARS, RESTAURANTS
AND
HOTELS.

ICES!

ICES!!

ICES!!!

THREE KINDS DAILY
AT

MONGINI BROTHERS,

25—27, CHURCH GATE STREET, FORT, BOMBAY.

GOOD NILGIRI COFFEE.

DIRECT FROM THE CURING WORKS.

TRADE S. & CO. MARK

	Rs.	a.
30 lbs. Small Coffee delivered free at any Railway Station between Coimbatore and Bombay...	11	0
3 1-lb. tins Finest Ground Coffee, Red Ensign label, delivered free of all charges at any address in India—V. P. Post ...	3	0
6 1-lb. tins do. do. do. do. ...	5	10

FOR FULL PARTICULARS OF WHOLE and GROUND COFFEE and TEA,
APPLY TO **T. STANES & CO.,**
COFFEE WORKS, COIMBATORE.

ALCOCK, ASHDOWN & CO., LD.,

ENGINEERS, BOILER-MAKERS, IRON AND BRASS FOUNDERS, SHIP AND MILLWRIGHTS.

MAKERS OF HALF PRESS AND FINISHERS FOR HALF PRESSED BALES.

CONTRACTORS for the supply of Machinery and erection of Buildings for Cotton, Flour, Sugar, Oil Mills, Distilleries, &c.

Manufacturers of all kinds of Cast and Wrought Iron Work of the heaviest description, Cotton Presses and Hydraulic Machinery, Mill and Rope Gearing, Ornamental Castings, Road Rollers, &c. Wheels made by Machinery up to 4 feet diameter. Cutters made for Wheel-cutting Machines.

To enable us to meet all Engineering and Trade requirements we have added to our Works some of the largest and heaviest Tools in India, and greatly extended our Foundry.

We are also prepared to furnish designs for Bridges, Girders, Roofs, &c., and to manufacture and erect same in any part of India.

SOLE AGENTS—
For Downie's "Eucalyptus," Boiler Fluid, for preventing and removing Scale in Boilers.
Messrs. The ANTI-FRICTION ALLOY'S, Ld., Genuine Atlas Metal of W. E. Watson's BRAND.
,, Bird's Sight-feed Lubricators.
,, The PATENT COMBINATION DRILL:—Composed of a Speed Drill, a Crank Brace, and a Ratchet Brace, for Metal Boring, whose parts can be used as Separate Tools, or in Combination and Drills holes from 1-8in. diameter to 1 1-2in. diameter and drills in position impossible with ordinary tools.

Also Plate, Bar, and Angle Iron of the largest sections. Diamond, Silver and other Steel and Engineer's Requisites of all descriptions kept in stock.

FOR SALE.—Boilers, Engines, Contractors' Pumps and all Boiler Fittings, Pipes, Cocks, &c

WORKS AND OFFICES, DEFENCES WORKS, MAZAGON, AND BRANCH FACTORY, CARNAC IRON WORKS, NEAR CARNAC BRIDGE.

J. W. HEPWORTH, SECRETARY AND MANAGER.
D. LONGWORTH, ASSITANT SECRETARY AND MANAGER.

A BOON TO MEN & WOMEN.

ATANK-NIGRAH PILLS.—A successful remedy based on most advanced and modern researches in the Ayurved, or Native Medical Science, for nervous diseases and physical debility, premature exhaustion and loss to vital energy with other allied affections.

A Pamphlet, containing Testimonials from Europeans, will be sent free of charge on application.

To be had of
VAIDYA SHASTRI MANISHANKAR GOVINDJI,
Atank-Nigrah Pharmacy,
KALKADEVI ROAD, BOMBAY.

TO MARINE ENGINEERS.

SOTHERN'S MARINE ENGINEERING COLLEGE,
59 Bridge St., Glasgow.
PRINCIPAL—J. W. SOTHERN, M.I.E.S.,
Practical Engineer and Draughtsman.

ENGINEERS who intend competing for BOARD of TRADE CERTIFICATES can be supplied with the following, on remitting £1-5-0 to above address:

1 Complete set Arithmetical Papers and Solutions.
1 ,, ,, Drawing Cards with "Instructions" and "Statements."
1 Copy "Elementary Questions and Answers."
1 ,, "Verbal Notes and Sketches."

Part of the above money will be allowed to those, who on going home, join our classes previous to going up for Examination.

START, STOP AND FLY-BACK CHRONOGRAPHS.

GUARANTEED ABSOLUTELY ACCURATE.

IMPORTANT.—Every Timekeeper is carefully overhauled, adjusted and regulated and timed before delivery.

		Rs.
I.	Nickel Silver, Crystal Face, Keyless Lever Chronograph and Minute Recorder, without Watch	25
II.	Do. do. do. Superior quality	35
III.	Nickel Silver, Crystal Face, Keyless Double or Split Chronograph and Minute Recorder, without Watch	55
IV.	Nickel Silver, Crystal Face, Keyless Lever Watch, combined with Chronograph and Minute Recorder	65
V.	Do. do. do. Superior quality	90
VI.	Silver Cased, Keyless, Double or Split Chronograph and Minute Recorder, without Watch	65
VII.	Silver Cased, Keyless Lever Chronograph and Watch, Crystal Face, Rs. 90; Hunting or Half-hunting	100
VIII.	Silver Cased, Perfect Chronograph and Minute Recorder, with Watch, Keyless Lever movement of excellent quality, Crystal Face Case, Rs. 175; Hunting or Half-hunting	185
IX.	Silver Cased Double Crystal Keyless Lever Chronograph, with Minute Recorder and Watch	65
X.	Gold Cased Do. do. do. do. do.	175
XI.	Gold Cased Crystal Face, the Trainer's Chronograph and Watch, Keyless Lever Movement	185
XII.	Do. do. do. with Minute Recorder	210
XIII.	Gold Chronograph with Minute Recorder and Watch, Keyless Lever Movement of extra fine quality and finish. Crystal Face Case, Rs. 500; Hunting or Half-hunting	550
XIV.	Gold Crystal Face, Keyless Lever Chronograph with Minute Recorder and Watch of the highest quality, Rs. 950; Hunting or Half-hunting Case	1,050

MARCKS & CO., LIMITED,

WATCHMAKERS AND JEWELLERS,
BOMBAY AND POONA.

A PERFECT SMOKE.

THE

"BAHADUR QUEEN-EMPRESS"

BRAND.

THE "BAHADUR QUEEN-EMPRESS"
BRAND ARE PACKED IN
Boxes of 100, each Cigar being Ringed with a
"BAHADUR QUEEN-EMPRESS" Ring

"BAHADUR QUEEN-EMPRESS" Extra large, 5 inches Rs. 37-8.

"BAHADUR QUEEN-EMPRESS," No. 1, 4½ in, Rs. 31-6.
"BAHADUR QUEEN-EMPRESS," No. 2, 4 in, Rs. 29-0
"BAHADUR QUEEN-EMPRESS, No. 3, 3¾ in, Rs. 27-8
"BAHADUR QUEEN-EMPRESS, No. 4, 3 in, Rs. 24-0

PACKED in BOXES of 50, at an extra charge of Re. 1 per 1,000.

PACKED in BOXES of 25, at an extra charge of Rs. 2 per 1,000.

ILLUSTRATED LEAFLET FREE ON APPLICATION.

McDOWELL & CO. LD.

MADRAS AND LONDON.

THE "BOMBAY GAZETTE" RAILWAY GUIDE.

IMPORTANT ANNOUNCEMENT.

AS an unusually heavy demand for COPIES of the BOMBAY GAZETTE RAILWAY GUIDE published at the beginning of each month, is expected next month, orders should be registered at the BOMBAY GAZETTE office, 18, Esplanade Road, at an early date! This RAILWAY GUIDE is the most useful published and in view of the extensive alterations in the TIME TABLES of nearly all the Railways in India should prove an indispensable reference in all large offices.

Price: Eight Annas per Copy. Annual Subscribers, Rs. 5.

PUBLIC NOTIFICATIONS.

CONSIGNEES of CARGO per Austrian Lloyd's S. S. "MARQUIS BACQUEHEM," from TRIESTE and INTERMEDIATE PORTS, are hereby informed of the Vessel's arrival, and REQUESTED TO TAKE IMMEDIATE DELIVERY of their GOODS landed at the Victoria Dock, No. 8 Berth.

The Company's Surveyor, Captain MACFADYEN, will attend every morning to survey Damages, and all Claims in this respect must be adjusted within seven days after the discharge of the Cargo, otherwise they will not be entertained.

No surveys can be allowed after the seven days or on Goods removed from the Landing Shed.

E. SCARPA,
Agent, Austrian Lloyd's S. N. Co.

THE ANCHOR LINE S. S. "ASIA," has ARRIVED from GLASGOW and LIVERPOOL, and DISCHARGES in the PRINCE'S DOCK.

CONSIGNEES are requested to PRESENT THEIR BILLS of LADING for our COUNTER-SIGNATURE, and to TAKE DELIVERY of their GOODS without delay.

Packages exceeding 30 cwts. in weight will be landed on the quay at the risk and expense of Consignees, unless Boats are sent alongside to take delivery without delay.

Consignees are hereby expressly notified that all claims for damage must be adjusted by the Steamer's Surveyor before the Goods are removed from the Landing Shed. The Undersigned decline all responsibilities in respect of Goods removed to the Unclaimed Warehouse. All claims must be presented before the sailing of the Steamer, otherwise none will be entertained.

Captain MACFADYEN will attend every morning.

W. & A. GRAHAM & CO.,
Agents.

Graham's Buildings, Bombay, 15th June, 1903.

NOTICE.

NOTICE is hereby given that MERWANJI MANECKJI MISTRI and BEJONJI CURSETJI BANA, both of Bombay Parsi Inhabitants, have contracted TO SELL to our Client, THAKER HARIDAS VALJI, all that piece or parcel of leasehold land or ground situate in the Oart known as Zaoba's Oart in Dhuswady at Girgaum or Breach Candy Road, outside the Fort of Bombay, in the Registration Sub-district of Bombay, containing by admeasurement 864 square yards or thereabouts, being a portion of the Oart belonging to the Lessors, Moreshwar Gunpatrao and others, together with an old stable standing thereon, and assessed by the Municipality under C Ward No. 4332 (2), and Street No. 30 (a), and a New Chawl recently erected but not yet assessed and which piece of land together with the rest of the Oart is registered in the Books of the Collector of the Land Revenue under Old No. 1, New No. 1 Old Survey No. 419, and New Survey No. 280, and bounded on the East by the privies built and erected by the said Lessors and used in common with others and the passage leading thereto and beyond that by the boundary wall of the said Oart, on the West partly by the common passage of the Oart and partly by the house of Baloo Laxooman Jadhow on the North by the passage of the said Oart, and on the South by the drain attached to the property of Bhaskar Bhaw Mistry, and which said premises are now in the occupation of the tenants of the said Vendors.

All persons having any claims against the said property either by way of inheritance, gift, sale, mortgage, charge, lien, lease, or otherwise are hereby required to make the same known in writing to the Undersigned at their Office, at No. 14K. Hummum Street, Fort, within 14 days from the date hereof, otherwise the purchase will be completed without reference to any such claim and the same, if any, will be considered as waived.—Dated this 15th day of June, 1903.

BICKNELL MERWANJI & MOTILAL,
Purchaser's Attorneys.

KING, KING & Co.,

BOMBAY.

KING, HAMILTON & Co.,

CALCUTTA.

CURRENT ACCOUNTS opened free of charge for Commission, and interest at 2 per cent. per annum credited on 30th June and 31st December, when the minimum balance does not fall below Rs. 500. Currency Notes of all Circles and Demand Hundies payable in Bombay received without charge.

FIXED DEPOSITS received, subject to six and twelve months' notice of withdrawal at rates which can be ascertained on application.

REMITTANCES TO THE UNITED KINGDOM, Demand and Telegraphic, made at the current rates of Exchange, and addresses in connection with the latter registered Free of Charge through Messrs. HENRY S. KING & CO., 65, Cornhill, London.

LONDON:

HENRY S. KING & CO.

NOTICE.

MAX MINCK & Co., LAHORE.

WATCH MANUFACTURERS AND JEWELLERS, DIAMOND MERCHANTS.

ESTABLISHED 1875.

Intend forming their business into a Company, Limited, 8 per cent. on paid up Shares guaranteed.

Apply for Prospectus, The SECRETARY to the Proposed MAX MINCK & Co., Ld., Lahore.
Lahore, 15th March, 1903.

PREPARED MEAL for DOGS.

EVERY DOG OWNER
Should use DR. SPOONER HART'S
PREPARED DOG MEAL FOR DOGS,
Sold at Re. 1. per 10 lb. Bag.

BISCUITS FOR DOGS.
DR. SPOONER HART'S BISCUITS,
An appetising staple diet for
SPORTING AND OTHER DOGS.

R. S. HART BROTHERS,
CALCUTTA.

ARDESHER'S
PRIZE DRAWING.

A COSMOPOLITAN gathering was held at Calcutta, on June 13th, to witness Mr. ARDESHER'S PRIZE DRAWING. The Audience commenced dropping in from five o'clock. The enterprising proprietor entered with a Selected Committee and the SEALED BOX. The Audience gave hearty cheers. In response Mr. Ardesher thanked the Audience and said :—"Ladies and Gentlemen.—It gives me great pleasure to see this large gathering. It would no doubt give them a proper idea of the fairness of this bona-fide drawing to be present. He regretted he could not SUPPLY the LADIES' CHAINS as he had run out of stock owing to numerous orders. However, he begged to apologise to his Constituents, and said that those orders would receive early attention. The NEXT DRAWING would be on 22nd AUGUST." Refreshment was served, and the Committee proceeded to the drawing of FORTY-SEVEN PRIZES. The Drawing was amongst the Audience and paid promptly. Rs. 2,000 fell to Ticket No. 6325, held by Nisar Ahmed, a resident of Habishkha Fatuk, Delhi ; Second Prize, Rs. 500, fell to Ticket No. 8807, held by Phirozshaw Dorabjee, a Student of the Canadian Mission College, Indore. The remaining 52 Prizes were fairly distributed all over India, to Civilians and Natives, including Fort William privates. The drawing gained the satisfaction of the Audience.

OVERLAND SUMMARY. PUBLISHED Weekly on the Departure of English Mail, 28 Pages of the "Pall Mall Budget" size, containing all the information of the previous week, carefully arranged. Army Orders, &c. Indian Subscription Rs. 12 per year, free of Postage. English Subscription Rs. 15 per year including Postage.

SPECIAL SHORT ADVTS.

Only Advertisements for Clerks, Servants, &c., Houses to Let, and Goods for Sale or Wanted, are accepted in this Column.

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22	22	9	50	0	37	7	31	7	64	8	47	10	37	15	22
23	23	1	50	12	38	0	31	15	64	9	47	12	38	1	23
24	23	9	51	8	38	10	32	7	64	11	47	14	38	4	24
25	24	2	52	5	39	4	33	0	64	13	48	0	38	7	25
26	24	11	53	2	39	15	33	9	64	15	48	3	38	10	26
27	25	5	54	0	40	10	34	2	65	1	48	6	38	14	27
28	25	15	54	14	41	5	34	12	65	4	48	9	39	2	28
29	26	9	55	13	42	1	35	6	65	7	48	12	39	6	29
30	27	4	56	13	42	13	36	0	65	10	49	0	39	11	30
31	27	15	57	13	43	10	36	11	65	13	49	4	40	0	31
32	28	11	58	14	44	7	37	6	66	0	49	8	40	6	32
33	29	8	59	15	45	4	38	2	66	4	49	13	40	12	33
34	30	6	61	1	46	2	38	15	66	8	50	2	41	3	34
35	31	5	62	4	47	1	39	12	66	13	50	8	41	10	35
36	32	5	63	8	48	0	40	10	67	2	50	14	42	2	36
37	33	5	64	12	49	0	41	9	67	8	51	5	42	11	37
38	34	6	66	1	50	1	42	8	67	14	51	13	43	5	38
39	35	8	67	6	51	3	43	8	68	4	52	5	43	15	39
40	36	11	68	12	52	5	44	9	68	11	52	14	44	10	40
41	38	0	70	3	53	8	45	11	69	3	53	8	45	6	41
42	39	6	71	11	54	12	46	14	69	12	54	3	46	4	42
43	40	13	73	4	56	1	48	2	70	6	55	0	47	3	43
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The Bank undertakes the purchase and sale of Government Securities, Stocks, and Shares, and receives same for safe custody realising Interest and Dividends when due.

LOANS and CASH CREDITS granted on approved Securities.

ROBERT R. ROSS,
Manager.

THE YOKOHAMA SPECIE BANK, LD.

SUBSCRIBED CAPITAL... Yens 24,000,000
PAID UP CAPITAL.............. „ 18,000,000
RESERVE FUND .... „ 9,060,000

HEAD OFFICE :—YOKOHAMA.

BRANCHES AND AGENCIES :

Tokio, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Hawaii, Peking, Shanghai, Hongkong, Tientsin and Newchang.

LONDON BANKERS :—

THE BANK OF ENGLAND ; THE LONDON and JOINT STOCK BANK LD. ; THE UNION OF LONDON and SMITH'S BANK LD. ; THE PARR'S BANK LD.

BOMBAY BRANCH.

LIBERAL INTEREST allowed on CURRENT ACCOUNT and FIXED DEPOSITS, on Terms to be learnt on application.

CREDITS granted on approved Securities and every description of Banking and Exchange Business transacted.

DRAFTS granted on JAPAN, and the Chief Commercial places in the World.

Y. MATSUO,
Manager.

Albert Buildings, Hornby Road, Fort, Bombay.

THE COMMERCIAL BANK OF INDIA LIMITED.

HEAD OFFICE—CALCUTTA.

BRANCHES :

Bombay, Karachi, Lahore, London, Madras, Rangoon and Rawal Pindi.

Sub-Branches :—Murree—(April to October).

Sub-Agencies :—Amritsar, Bangalore, Lyallpore and Mooltan City.

CAPITAL PAID-UP, Rs. 43,90,800.

RATES OF INTEREST ALLOWED ARE AS UNDER
STERLING DEPOSIT ACCOUNTS for home remittances 4 per cent. per annum.

FIXED DEPOSITS—
2 Years 5½ per cent. per annum.
9 to 12 Months 5 „ „
6 Months 4½ „ „

Special rates are given for SHORT PERIOD DEPOSITS which can be learnt on application.

Sums as small as Rs. 10 are received into the Bank's PRUDENTIAL FUND, bearing half-yearly compound interest at 5 per cent. per annum.

Cheques, Bills, Hoondees on Stations where the Bank has Branches and Currency Notes of any circle are collected and credited free of charge in the above interest Deposit Accounts.

CURRENT ACCOUNTS are opened for sums of Rs. 100 and upwards and receive 2 per cent. per annum, upon the daily balances, provided a minimum daily balance of Rs. 50 is maintained.

Apply for Rules to Head Office or Branches.

F. D. STRANACK,
Manager.

Bombay, 19th May, 1903.

VISITING CARDS, DIES, CRESTS, Monograms, &c., &c., in elegant style and at the cheapest rates. Engraving, Copper-plate Printing and Lithographing orders. For rates apply to SUPERINTENDENT, "Bombay Gazette" Steam Press.

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SALES BY AUCTION.

MEHRJEE, JOHNSTON & COMPANY,
No. 4, FORBES & MEDOWS STREETS, FORT.

SALE OF MATERIALS OF BUILDINGS AT UMARKHADY ROAD.

Under instructions from the Municipal Commissioner for the City of Bombay, Messrs. MEHRJEE, JOHNSTON and Co. will sell, for removal, by Public Auction, on FRIDAY, the 19th instant, at 4 p.m., on the premises, Street Nos. 2245, Umarkhady Road, near the Bazar, all the materials of the house.

For further particulars and conditions of sales apply to the Undersigned.

MEHRJEE, JOHNSTON & Co.
Bombay, 16th June, 1903.

INSURANCES.

THE DEMAND
FOR
STANDARD
POLICIES.

EVERY YEAR since 1865 the NEW BUSINESS has exceeded £1,000,000 sums assured PER ANNUM—a result maintained uninterruptedly for so long a period by

NO OTHER BRITISH OFFICE.

NEW POLICIES IN 1902
ISSUED FOR.................... £2,337,000
ACCUMULATED FUNDS......£10,640,000
ASSURANCES IN FORCE......£27,000,000

ASK FOR THE 1903
PROSPECTUS containing
the LATEST RATES and NEW SCHEMES, obtainable from

F. A. PREVOST,
Secretary, Bombay Branch.
BINNY & Co.,
Chief Agents, Madras.

THE
ORIENTAL
GOVERNMENT SECURITY
LIFE ASSURANCE
COMPANY, LIMITED.

Established 1874.

FUNDS EXCEED TWO
CRORES and TEN LAKHS
INVESTED IN GOVERNMENT SECURITIES.

Rates are the lowest with safety, being based upon the Company's actual experience since its Establishment.

Unsurpassed in ADVANTAGES, and LIBERALITY to POLICYHOLDERS.

Safest and Best Organization for Policyholders of any Indian Company.

Claims paid immediately upon receipt of satisfactory proof.

ENDOWMENTS
AND
ANNUITIES
ON
SPECIALLY ATTRACTIVE TERMS.

Full Particulars and Forms may be obtained on application to the Company's Office,
ORIENTAL BUILDINGS, BOMBAY.

R. PATERSON BROWN,
Manager,

R. SCOTT & Co., M.R.C.V.S.
VETERINARY AND COMMISSION STABLES
AND COACH BUILDERS,
GIRGAUM AND GOWALIA TANK ROAD.
Oldest Established Firm in Bombay.

CHARGERS, Polo Ponies, Hacks and Carriage Horses selected with the greatest care for Local and Up-country Constituents.

HORSES shod on the most approved principles with Shoes made on the premises of specially imported iron, under the immediate supervision of a first class ENGLISH FARRIER.

ARABS and C.-BREDS broken to Single (Rs. 15), and Double Harness (Rs. 30), and Saddle (Rs. 15), Walers broken to Single Harness or Saddle (Rs. 25), Double Harness (Rs. 50). Troublesome horses charged extra.

HORSES standing at Livery on Commission Sale, or for treatment, Rs. 35 per mensem including Syce. Stable rent charged on all horses, fed by owners, at Rs. 5 per mensem, Commission on horses bought and sold Rs. 17. Examination and Certificate Rs. 10 Verbal opinion as to Soundness, Rs. 5.

CRUSHED HORSE FOOD best in the market, Rs. 5 per cwt., delivered free in Bombay. Special Mixtures, Bran, Gram, Barley, New Zealand Oats, Australian Chaff, Pressed Hay, etc., supplied at lowest rates consistent with good quality.

ESTIMATES given, and Carriages of every description built of the very best materials, under personal supervision, by skilled workmen.

REPAIRS neatly executed with promptitude and despatch. Rubber tyres of finest quality only supplied. Carriages greased by contract. Satisfaction guaranteed. Correspondence invited.

ONE BOX OF CLARKE'S B 41 PILLS, warranted to cure all Discharges from the Urinal Organs, in either sex (acquired or constitutional) Gravel and Pains in the Back. Guaranteed free from Mercury. Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medicine Vendors throughout the world Proprietors:—THE LINCOLN AND MIDLAND COUNTIES DRUGGIST, London, England.

CONTAMINATIONS

of the Blood, whether the after-effect of Contagious Disease, hereditary taint, or foul matter of any description, are positively carried out of the system by taking "CLARKE'S WORLD-FAMED BLOOD MIXTURE," the great Blood Purifier and Restorer. For cleansing and clearing the Blood from all Impurities it cannot be too highly recommended. For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, and Sores of all kinds, it is a never-failing and permanent Cure. It is the only real specific for Gout and Rheumatic Pains, for it removes the "cause" from the blood and bones. To be had of Chemists, &c., everywhere at 2s. 9d. and 11s. per Bottle. Thousands of Testimonials.

BOMBAY GAZETTE BI-WEEKLY edition.—Issued on Wednesday and Saturday, giving all the News and Telegrams up to date. Subscription per Annum, Rs. 12; Half-yearly Rs. 6; Quarterly Rs. 3 to Subscribers in Bombay, Rs. 15 to the Mofussil.

COMMERCIAL INTELLIGENCE

LONDON, JUNE 13.

SECURITIES—

2½ per cent. Consols	£91 3 8	= + 1-16
3 per cent. Rentes	£98 1/4	= unchanged
3½ per cent. Indian Sterling Loan	£107 1/2	= do
3½ per cent. Indian Enfaced Rupee Paper	£65 7/8	= do

SILVER—

Spot in London	24 5/16	= − 3-16
2 months hence	24 1/8	= − 5-16
Spot in New York	52 3-4	= − 3 8

EXCHANGES—

Paris cheques	25·16 1/2	= − 1-2
Berlin "	20·43 1/2	= − 1/4
New York Demand	4·87 1-2	= unchanged

DISCOUNTS—

Bank of England	3 1/2 pr ct	= do
3 months sight Bank Bills	2 7/8 pr ct	= − 1-8
6 " " " "	2 7/8 pr ct	= − 1-8
3 months sight Fine Trade Bills	3 1/4 pr ct	= unchanged
6 months sight Fine Trade Bills	3 1/2 pr ct	= do

INTEREST—

Day to-day loans	2 1-8	= − 1-4
7 day market loans	2 1-2	= unchanged

Amount paid into the Bank of England about £75,000.

Linseed—Sold 40 5-8. June-July. Business done, tone firmer,

In Liverpool—

Cotton Market closed irregular. Surats quiet. Manchester firm. Total Sales 3,000. Spot 7·00 plus 18. Sold on speculation and for Export 300, Imports 9,000. Arrivals closed firm.

June.-July	July-Aug.	Aug.-Sept.	Sept.-Oct.
6·64	6·59	6·46	5·96
+ 10	+ 11	+ 13	+ 16
Oct.-Nov.	Nov.-Dec.	Dec.-Jan.	Jan.-Feb.
5·56	5·42	5·30	5·28
+ 12	+ 12	+ 12	+ 12

Feb.-Mar
5·37
+ 13

In New York:—

Receipts at the Port	2,000 bales,
Do. last year	4,500 "
Exports to Great Britain	1,000 "
Do. do. Continent	2,000 "
Mid-Uplands	12·50 + 15
Futures, month of July	12·25 + 15
Do. do. December	9·98 + 26

In New Orleans—

Spot	12 13/16 + 3 8
Futures, month of Sept	11·53 + 21
Do. do. December	9·88 + 20
Tone at close	Firm.

Arrivals of Cotton, Wheat and Seeds into Bombay during the 24 hours ending at 6 p.m., on Saturday, 13th June, 1903:—

Cotton	9,478 bales.
Wheat	40,932 cwts,
Linseed	16,723 "
Rape, Rai and Mustard seeds	10,466 "
Gingellyseed	2,265 "
Poppyseed	1,699 "
Groundnuts	293 "
Castorseed	3,515 "
Rice	1,684 "
Myrabollams	1,019 "
Cottonseed	17,100 "

BOMBAY, MONDAY, JUNE 15.

EXCHANGE—Tone steady.

Bank T.T.	1s. 4d.
Bank Demand	1s. 4d.
Credit Bills 3 Months Sight D. A.	1s. 4 3-16d.
Do 6 do do	1s 4 5-16d.
French Francs 3 do do	170
Marks 3 do do	138
Hongkong 30 Days' Sight	123 1-2
Shanghai 30 do do	171
Japan 30 do do	151 1-2

GOVERNMENT PAPER—3 1-2 per cent. Tone steady.

Cash	98-15
1st Settlement	99

Money Market—Tone easy.

BANK RATE—

Bank of England	since 21st May	3 1-2	per cent.
Bank of Bombay	do. 4th June	7	do.
Bank of Bengal	do. 16th May	6	do.
Bank of Madras	do. 21st April	7	do.

SEEDS.

	Rs.	a.	p.
Linseed.—Tone steady.			
Ready	7	0	0
Rapeseed.—Tone unchanged.			
Brown Cawnpore Ready	5	9	0
Yellow Cawnpore, Ready	5	14	6
Yellow Guzerat Ready	6	2	6
Poppyseed.—Tone quiet.			
Ready	6	7	0
Castorseed.—Tone dull.			
Ready	21	0	0

WHEAT.—Tone flat.

Soft Red Ahmedabad	Rs. 26	8
Club No. 1	" 27	0

LIVERPOOL OPENING TELEGRAM.

Tone	strong.
Estimated sales	5,000
Imports	2,000

June-July	July-Aug.	Aug.-Sept.	Sept.-Oct.	
6.80	6·75	6·62	6 03	
+16	+16	+6	+10	
Oct.-Nov.	Nov.-Dec.	Dec.-Jan.	Jan.-Feb.	Feb-Mar.
5·66	5·51	5·47	5·47	5·47
+10	+ 9	+ 8	+ 9	+ 10

COTTON.—The local Market is steady and Bhownuggers are quoted Rs. 2 higher. The demand is small both on the part of Exporters and Mills, and the heavy rain at Colaba this afternoon interfered with business. New crop is quoted Rs. 227 for good Broach and Rs 176 for fully good Bengals.

Official quotations of the Bombay Cotton Trade Association Limited:—

Growths	Fine	F.-G.	Good	
Bengals H. G. (Ry. terms)	182	170	163	25th June,
Bengals M.G. (Ry. terms)	190	180	...	do
Sind-Punjab (M. G.)	189	179	...	do
Belati M. G	202	190	...	do
Khandesh M. G.	...	184	176	do
Akola M. G. Khamgaum do Karanja do	234	192	...	do
DamangaumPoolgaum M.G.	215	203	...	do
Nagpur M. G.	215	203	..	do
Broach do	253	241	...	do
Bhownugger do	229	221	212	do
Do H. G.	223	217	203	do
S.-O. Dharwar...	...	...	230	do
Westerns...	...	...	214	do

BANK OF BOMBAY.

THE following is the statement of the affairs of the Bank of Bombay for the week ending the 13th June, as compared with the statement of the 6th June:—

LIABILITIES.	June 6. Rs.	June 13. Rs.
Capital	1,00,00,000	1,00,00,000
Reserve Fund	79,00,000	79,00,000
Public Deposits at Head Office	50,91,165	59,19,052
Public Deposits at Branches	31,18,258	23,75,403
Other Deposits	5,14,03,778	4,99,45,305
Post Bills	22,958	23,490
Sundries	21,91,307	21,31,233
Rs.	7,96,27,493	7,87,94,483
ASSETS.		
Government Securities	83,66,117	87,61,203
Other authorised Securities	5,13,034	5,02,824
Credits on Govt. and other authorised Securities	96,05,818	94,88,647
Loans do. do. do.	1,53,85,521	1,41,34,149
Bill discounted and purchased	2,67,95,000	2,51,62,358
Dead Stock	4,05,333	4,05,333
Stamps and Stationery	3,485	3,358
Balances with other Banks	3,79 831	3,85,925
Sundries	4,11,894	4,27,104
Cash	1,77,61,976	1,95,19,522
Rs.	7,96,27,493	7,87,94,483

THE French Champagne trade is looking up. According to a report of the Rheims Chamber of Commerce in 1902-1903 nearly twenty-three million bottles of champagne were exported to other countries, nine millions went to French wholesale houses, to retail wine-sellers and private consumers. Over four million bottles were kept for use in the district—Marne department—so that the trade touched nearly thirty-seven million bottles. Compared with the previous season, the exports increased by two million and the French consumption by a million and a half bottles.

THE trade in naphthalin, so much used in the production of artificial indigo, has risen of late years considerably, specially in Germany and Austria. In 1898 the first year in which synthetic indigo made any impression on the markets of the world, Germany imported 44 420 quartals from Belgium and Great Britain. In 1900, this figure rose to 98,025, Austria-Hungary contributing 11,000 of this amount. In 1901, 125,961 quartals were used in Germany alone. In the following year there was a fall to 114,600, chiefly due to the competition of benzol in the preparation of artificial indigo. Germany exports to France, Russia and the United States an ever increasing quantity of naphthalin.

ROWLAND'S KALYDOR is a most delightfully cooling, soothing, healing, refreshing, and emollient milk for the skin. It removes freckles, tan, sunburns, soothes and heals stings of insects; cures prickly heat, &c., and produces a beautifully clear and healthy complexion. It is free from any poisonous ingredients. Ask any dealer in perfumery for ROWLAND'S KALYDOR, of 67, Hatton Garden, London.

DOMESTIC OCCURRENCES.

THE Charge for Announcements of BIRTHS, MARRIAGES, DEATH and MEMORIAM Notices (which must be authenticated by the name and address of the sender) is Rs. 2, for six lines or less, and 8 as. for every additional line, CASH strictly in ADVANCE.

OTHER PRESIDENCIES.

BIRTH.

COLAN—June 3, at Saugor, to the wife of Captain W R B Colar, 7th Madras Infantry, of a son.

BOMBAY.

TO-DAY.

Sun rises, 5h. 22. Sun sets, 6h. 38m. High water 2-48m., 3-23a. Low water, 8-30m., 9-47a.
Meeting of Parsee Justices of the Peace for the election of a Delegate of the Parsee Chief Matrimonial Court, Sir Jamsetjee Institution, 5-15 p. m.
Bombay Improvement Trust, Board Meeting, 4 p.m.

POLO.—There will be a game at 5-15 this evening.

ACCIDENT TO A BOATMAN.—Shaik Daud Shaik Husen, boatman on prow No. 4344, while slinging boxes of ginger was injured by a piece of lead falling accidentally on him on the 28th April. He was removed to the G.T. Hospital where he died of injuries due to the accident.

ROBBING HIS MASTER.—Jabar Babu, a Customs peon, residing near Mumbadevi Temple, has reported to the police that on Sunday, during his absence from home, his servant, with the assistance of another, broke open a box, and stole property valued at Rs. 424 and absconded.

POSTAL NOTICE.—Mails for Lamu, Mombassa, Ibo, Chindi, Dareselem, Zanzibar, Mozambique, Beira, and Delagoa Bay, per extra s. s. Shirala, will be closed at the General Post Office at 10 a. m., to-morrow. Specially superscribed correspondence for Natal, Cape Colony, and other places in South Africa will also be forwarded by this steamer.

MUSIC AT THE ROYAL BOMBAY YACHT CLUB.—By kind permission of Lt.-Col. Cahussac Commanding and the officers, the Band of the 21st Bombay Infantry will play the following programme of music under the direction of Mr. A. Mallandaine, Band Master commencing at 5-45 p.m. to-day:—

March	With Sword and Lance	Starke.
Overture	Romantique	Keler Bela
Marceaux	Obligato	Suppe.
Mazurka	Lucerne	Hume.
Selection	The Geisha	Sidney Jones.
Valse	Down the Vale	Allan.

NOTES FROM BHOWNAGAR.—Our correspondent at Bhownagar writes on the 13th instant:—The weather is close and the heat during the past two or three days has been very oppressive. The "monsoonish" appearance which the sky assumed a few days back has now disappeared. Serious depredations has been made by the Meanas near Dhandooca, a town under British Government, upon tongas and carts. The loot amounts to about Rs. 5,000. A police party under an Inspector arrived last night from Ahmedabad. Among the victims there happened to be a Mahomedan priest who was fortunate enough to get back Rs. 50, which were taken away from him by the dacoits.

POLICE ACTIVITY.—P. C. No. 85 G, and P. C. No. 1830 G, while on patrol duty in Dadar early on Saturday morning noticed a man sleeping in an open railway shed with a bundle by his side. Their suspicions being aroused they awoke him and questioned him as to how he came by the bundle. As he could give no satisfactory explanation he was placed before Superintendent Flanagan, who found the bundle to contain gold and silver ornaments and silk valued at Rs. 500. Inquiries were instituted, and the name of the person was ascertained to be Kondia Tulsiram alias Sakharam, who had been a servant of one Mukti, a dancing girl in Nasik. The property belonged to Mukti. The accused will be sent to Nasik for trial.

FIRE AT PYDHOWNI—About half past 1 o'clock yesterday morning a fire was discovered in a large one storeyed chawl situated opposite the Pydhowni Police station. The building belongs to Haji Mahomed Cassum and is valued at a lakh of rupees. The fire is said to have originated on the ground floor which has been in the occupation of one Hormusji Cowerji Baliwalla, and in which has been stored a large stock of tea. Telephonic messages were immediately despatched to the different fire brigade stations and the engines from Babulla Tank, Byculla and Fort were promptly on the scene. None of the engines were utilised as lines of hose were considered sufficient to check the conflagration. The fire was put out in about half an hour. The damage to the building is estimated at Rs. 2,000 and to the owner of the tea depot at Rs. 6,000.

"LIGHTEN OUR DARKNESS."—An unfortunate incident occurred last evening at St. Paul's Church, Poona, in connection with the lighting. The Church is lit by two large Washington lights which on ordinary occasions suffice, although they may not meet with everybody's approbation for lighting purposes owing to the singing noise the lamps make. But last night one of the lamps could not be got to light at all, and after some effort the second one lit but flared up so dangerously as to suggest an explosion being imminent. After considerable attempt to get a light the "light that failed" was finally put out, and the Chaplain regretfully had to announce that no service could be held. The Church is at the best of times a dark one, and the sombre monsoon evening caused an Egyptian darkness which precluded any chance of holding a service.—"Deccan Herald" (June 15).

SALE OF TURRETSHIPS.

THE turretships Magdala and Abyssinia, which have been condemned by Government and are now lying in the Wet Basin, have been purchased by Messrs. Sharafalli Mamcojee and Co. for the purpose of breaking them up for Rs. 1,50,000.

NEW SHIVAJEE C. C.

THE following are the fixtures for the present season of the New Shivajee Cricket Club:—

June 21 Sun—Daiwadnya C C
July 4 Sat—G I P Railway Store's C C.
July 11 Sat—A E Society's C C
July 12 Sun—R I L I C C
July 19 Sun—Popat Wadi C C
July 26 Sun—Young Hindoo C C
Aug 1 Sat—B B & C I Railway C C
Aug 9 Sun—International C C
Aug 16 Sun—Kandewadi C C
Aug 29 Sat—Hindoo Gymkhana
Sept 5 Sat—G I P Railway Stores C C (Return)
Sept 6 Sun—Y Hindoo Jolly C C

THE CITY MORTALITY.

THE Municipal Office returns for the twenty-four hours ending at 6 a.m, yesterday give the following results:—

Wards.	Plague. Attacks.	Plague. Deaths.	Deaths from all Causes.
A Upper, Middle and Lower Colaba, Fort Northern, Fort Southern and Esplanade	1	1	2
B Mandvi, Chukla, Oomerkhadi and Dongri	3	7	19
C Market, Dhobi Talao, Fanaswady, Bhuleshwar, Khara Talao, and Kumbharwada	6	7	16
D Khetwadi, Girgaum Chowpati, Walkeshwar, and Mahaluxmi	0	0	6
E Mazagon, Tarwady, 2nd Nagpada, Kamatipura, Tardeo, Byculla and 1st Nagpada	2	1	15
F Parel, Sewree and Sion	1	0	5
G Mahim and Worli	4	3	12
Water Division	0	0	0
Non-Resident and Unknown	0	0	0
Hospitals	0	3	9
Total	17	22	81
Total plague deaths to date	261,599	213,876	
Same date last year	8	5	81

MR. J. J. DALLAS, who in the palmy days of Gaiety burlesque was the best comic dame on the London stage, is now touring the provinces with a company of his own in the farce, There and Back. There are still plenty of playgoers who remember his capital song on The Fifteen Puzzle, which used to be encored nightly in Aladdin, and the chorus of which he would rattle off at such a breakneck pace as a final effort. Transpontine London also had an immensely popular comic widow of its own in those days, Mr. Mat Robson, whose broad humour used to convulse audiences at Astley's. Mr. Dan Leno, the latter-day successor of these performers, combines something of the humour of each, with a skill in dancing and a quicksilver vivacity which neither could claim.

THE MONSOON IN CEYLON.

HEAVY FLOODS IN THE KALUTARA DISTRICT.

WIDE AREA OF COUNTRY SUBMERGED.

As a result of recent exceptionally wet weather, the usual floods have resulted in the Western Province. The rivers—The Kelani and the Kaluganga—have overflowed their banks and spread over the surrounding country. The Kelani River has been in flood for some time now, and the annually recurring distress among the villagers in the lower part of the Kelani Valley and the vicinity of Colombo has already been reported. But, while the Kelani has since then been falling, the Kaluganga has been rising rapidly. There was a tremendous lot of rain in the Kaluganga catchment area last week, and the various tributaries and water-courses which feed the river were soon running chock full. The water came down in torrents, and the river, increasing greatly in volume as it approached the sea, overflowed its banks. The water quickly spread over the country. It submerged fields and all the low-land, and the country round about Kalutara town soon bore the appearance of

AN IMMENSE LAKE.

Kalutara has in recent years been greatly affected by floods. The river, as it draws near the sea, is hindered in its progress. After it passes the fine railway bridge the river assumes the shape of a giant elbow. It sweeps suddenly at right angles to the south. The result is that the water is banked up above the bridge; and during flood time it has a tendency to spread over the adjacent country. It is interesting to relate how the river came to take this curious course. Kalutara residents remember the time, about twelve to fifteen years ago, when the river flowed straight down to the sea. Skirting the cricket green and the railway line a well-kept promenade, built at some expense, stretched down towards the south. It was a favourite resort of the Kalutara people. One night the river rose and when morning broke the good people of the town found their beautiful walk gone. It had

VANISHED DURING THE NIGHT,

and a sluggish stream of water flowed in its place. Through some unexplained cause—but probably owing to the formation of a sand bar at its mouth—the river then took a southerly course and formed a fresh outlet. Some accurate scientific reason might be given for this peculiarity, noticed in the rivers on the west coast—the Kelani being another example where the mouth has shifted to the south. The new stream widened gradually. It scooped up the porous sand on the seaside and ate up the cocoanut-land on the other. It opened a fresh outlet into the sea about two miles south of Kalutara, and the old mouth completely silted up. Every year fresh deposits of sand added to the stability of the bar. Meanwhile the new channel was

WIDENING PERCEPTIBLY.

The erosion on the east bank continued, and grove after grove of cocoanut palms was swept away. It is estimated that up to now about forty acres of land has been lost. The erosion still continues, and the railway line towards Katukurunda is now threatened. Mr. Brodhurst, when Assistant Government Agent at Kalutara about ten years ago, attempted to stop the destruction. An embankment, strengthened with piles of cocoanut logs, was built from the east bank of the channel about half way into the stream. On the opposite bank an outlet was made to the sea. This proved of no avail. The outlet was soon silted up and a huge mass of land at the base of the breakwater was scooped up as if by a giant hand. The channel was still further widened, and the seasoned piles of wood are now standing in mid-stream, providing perches for gulls and kingfishers. Subsequently another project to divert the stream was contemplated, but nothing came of it.

THE PRESENT FLOOD.

Reverting to the present flood, the river commenced to rise on Thursday last, the 4th instant. Within three days it attained a great height. On Monday night, and yesterday morning, it was at its highest; and a man standing in a boat could touch the girders of the railway bridge. The river ran like a mill-stream, and the swirl of water against the huge cylinders of the bridge could be heard a considerable distance. Owing to no gauge being kept, accurate, comparisons cannot be made with previous floods, but the "oldest inhabitant" is of opinion that though the present flood is a very big one there have been bigger ones before. The flood of 1872 was a record; while another five years later was also considered very big. Possibly the present one is the third highest as far as can be remembered, but in the absence of figures nothing positive can be said. Anyway, when our representative visited Kalutara yesterday afternoon, an immense area of land in the environs of the town was submerged. The river was then falling, and had fallen two feet since daylight. The river was still several feet above normal level. The scene from the railway bridge was a magnificent one. The river is at its widest just above the bridge, and it narrows as it approaches the sea. The rush of turbid, eddying water, carrying on its surface logs and brushwood, was still great. A drive round the town showed that the

ROADS LEADING TO THE INTERIOR

were more or less under water. The Tebuwana road was several feet under water, and the Kapuella road to Rayigam Korale was also submerged, as was also the Palatota road form the old ferry. The riparian villages have been the greatest sufferers. All round, near the river, houses have been inundated, and some have been entirely washed away. The villagers of Uggalboda and Diyagama have been submerged. They possess excellent arable land, and cultivate large quantities of grain and vegetables. All these lands are now flooded. Villagers have been driven from their houses, but, so far, no loss of any adult life has occurred.

A GRUESOME DISCOVERY.

The body of a child was washed ashore at Kalutara on Sunday. A dog was noticed to be gnawing something in the sand. It proved to be the leg of a child and, on a search being made, the head and part of the trunk were found. It had been in the water apparently a few days, and "Kabaragoyas" and fishes had been also feeding on it. The police took charge of the remains yesterday. This is the only case of supposed drowning recorded. On the other hand several more or less serious incidents have to be recorded. The police vidane, of a place called Pelpola on the Kapuella road was, with his family, covered by the debris of his falling house. Like the man in the parable the vidane neglected ordinary precautions in building his house. It was not substantial, and mud was used instead of mortar to cement the stones. The rain and the floods assailed his house. The mud was washed away from between the bricks and the house collapsed like a pack of cards. Fortunately no one was seriously hurt. The vidane and three others, were slightly injured. An old villager and his wife, cut off by the rising water, took shelter on a platform called a "messa," which is erected over native fire-places. The water rose above the door and cut off the only means of exit. Hearing their cries some people in a passing canoe tore off the roof and rescued them. Several hair breadth escapes of villagers from drowning are also related. In the afternoon our representative accompanied Mr. Kindersley, the Acting Assistant Government Agent, to inspect the

CUTTING OF THE BAR

where the former river mouth existed. The river had to be crossed in a boat and the great force of the current was apparent. A wide detour had to be made in landing to avoid being swept down to the mouth. On Friday, the 5th instant, Mr. Kindersley received a wire from the Government Agent at Ratnapura about the threatened flood. The river was then coming down in considerable force, and Mr. Kindersley thought it advisable to open an outlet to the sea. Some of the usual red-tape delay ensued, and it was not till Saturday evening that the work was sanctioned. No time was then allowed to pass, and, about 8 o'clock at night, the district Mudaliyar, Mr. Jayawardene, collected a large labour force, crossed the river in canoes, and commenced the work. Cutting a sand-bar is a very laborious process indeed. The work is of a most discouraging nature. When one basket of sand is removed its place is taken by more sand, and so on, till a larger area than was at first contemplated has to be worked upon. The Kalutara sand-bar is nearly 300 ft. wide and it had to be dug to a depth of about.

TWENTY FEET.

The work was carried on day and night with relays of perspiring coolies. The Mudaliyar lived on the spot pitching a rude shelter of cadjan and sail cloth on the sand. Nearly two-hundred men were working at one time. The work did not make rapid progress owing to the difficult nature of the ground; but, yesterday afternoon, the Mudaliyar was "hopeful but not sanguine" of accomplishing his work at the end of the third day. The cutting, however, will

NOT BE OF MUCH USE NOW,

as the flood water is fast subsiding, and the level of the water will soon be lower than the bottom of the cutting. It is believed that with the monsoon weather, which is expected, the river will rise again, in which case the temporary outlet would prove useful. But, like all outlets, it will soon be silted up again. The Government will sooner or later, have to seriously consider the question of having

A PERMANENT OUTLET

made into the sea on the site of the old river mouth. There is no question that the new channel is still creating an immense amount of damage to private property between Kalutara and Katukurunda. Besides this, the railway line is threatened. The rushing water has gradually washed away the wide belt of land which ran alongside the line, and, just now, the river has made considerable inroads at places and runs by the side of the railway embankment. Mr. Kindersley, since his recent transfer to Kalutara, has been enquiring into the question of damage caused by annual floods at Kalutara, and is studying the requirements of the people. It is expected that Government will soon come to a decision on the question of maintaining a permanent outlet for the Kaluganga at Kalutara, and preventing further damage along the coast south of the town.—"Times of Ceylon," (June 10).

THE WEATHER.

(BY TELEGRAPH.)

SIMLA, JUNE 15.

Monday,—A cyclonic storm in the north-east Arabian Sea has intensified, and is now probably central about 100 miles south of the south-west of Dwarka. It is giving strong cyclonic winds in the Konkan and Kathiawar, and rain has increased on the west coast of the Peninsula. Karwar has received five inches, Mangalore, Ratnagiri, and Bombay four; and Calicut two and a half inches, but heavy rain has been confined to the coast districts. Only a few light showers have fallen in Burma and Bengal, but a moderate to heavy fall is reported from Assam. Cheerapoonjee has received nearly eight inches. Sibsagar and Tezpur two. A storm in the Arabian Sea is probably advancing in a north-westerly direction towards the Persian Gulf.

THE WEATHER AT SEA.

The steamer Kilburn, Captain C. Robertson which arrived in harbour on Sunday, from Akyab, reports having experienced moderate S. W. monsoon. The steamer Falls of Keltie, Captain G. King, which arrived in harbour on Sunday, from Calcutta, met with bad weather.

EFFECTS OF THE WEATHER.

The Anchor Line steamer Asia arrived in harbour yesterday morning from Glasgow and Liverpool with a general cargo and passengers. She could not land passengers in consequence of the rough sea and strong wind prevailing whole day. The boarding officer of H. M's. Customs, attempted to board the steamer to get the arrival report but could not succeed.

RAINFALL IN BOMBAY.

	Espl'ade. In.	Espl'ade. Cts.	Fort. In.	Fort. Cs.	Colaba In.	Colaba Cts.
Previously registered	9	20	10	41	11	29
Monday, 15th June	3	90	1	70	2	29
Total	13	10	12	11	13	58
Total fall to June 15, 1902	10	06	9	33	9	67
Total fall to June 15, 1901	12	20	13	75	11	78

RAINFALL AT CUMBALLA HILL.

KEMP AND Co., LD.

	In.	Cts.
From 6 a.m. to 6 a.m. 12th	0	80
Do. Do. 13th	0	10
Do. Do. 14	6	25

OBSERVATION TAKEN AT 8 A.M., ON MONDAY, THE 15TH JUNE.

STATIONS.	Pressure, 8 A.M.	WIND. Direction.	WIND. Rate per hour.	TEMPERATURE IN SHADE. Maximum of past 24 hours.	TEMPERATURE IN SHADE. Minimum of past 24 hours.	Humidity, 8 A.M.	RAINFALL. Past 24 hours.	RAINFALL. Since 1st June to date.	RAINFALL. Variation, 1st June to date.
Bushire	29·537	N	17	90·6	83·4	66	...	0·00	0·00
Jask	29·496	ESE	7	91·8	82·7	84	...	0·00	− 0·11
Muscat	29·429	SE	3	90·8	87·0	84	...	0·00	− 0·06
Aden	...								...
Lahore	29·492	SE	6	106·9	87·9	43	...	0·00	− 0·43
Sirsa	29·493	SW	5	111·3	90·6	43	...	0·15	− 0·40
Delhi	29·511	SE	13	102·2	84·7	58	...	0·12	− 0·63
Agra	29·537	SW	7	102·0	86·9	36	...	0·03	− 0·60
Cawnpore	29·588	E	6	100·4	83·5	69	...	0·29	− 1·03
Allahabad	29·518	NE	10	102·6	85·0	66	...	0·03	− 1·27
Jhansi	29·519	WSW	6	107·3	90·2	57	...	0·06	− 1·29
Jacobabad	...								......
Karachi	29·515	NNE	11	96·4	[illegible]	[illegible]	...	0·00	− 0·01
Jeypore	29·593	S	9	113·2	85·6	42	...	0·06	− 0·73
Ajmere	29·537	W	14	110·4	87·5	50	...	0 00	− 0·60
Deesa	29·588	SSW	21	106·6	82·6	64	...	0·00	− 0·35
Ahmedabad	29·588	SSW	8	105 3	79·6	66	0·10	0·10	− 1·50
Bhuj	29·531	SE	13	102·3	8·9	75	...	0·00	− 0·52
Jamnagar	29·506	ESE	17	101·1	82·3	61	0·04	0·04	− 1·02
Dwarka	29·484	E	12	91·4	81·3	72	0·02	0·02	...
Rajkot	29·551	SE	15	100·9	80·0	70	...	0·00	− 1·30
Bhavnagar	29·595	SE	15	97·6	71·0	74	0·01	0·01	− 1·86
Veraval	29·498	SE	30	85·1	78·2	92	0·06	0·06	− 1·50
Neemuch	29·636	SSW	15	105·5	78·7	68	...	0·05	− 1·07
Indore	29·633	S	7	103·3	76·6	78	0·07	1·24	− 1·33
Saugor	29·595	WNW	12	107·4	85·1	39	...	0·00	− 1·78
Jubbulpore	29·576	NW	7	106·0	80·1	52	0·10	0·15	− 2·01
Hoshangabad	29·616	SW	9	106·6	81·2	64	...	0·00	− 2·06
Khandwa	29·616	N	9	101·2	81·6	52	...	0·00	− 2·14
Raipur	29·610	SW	15	105·5	76·4	59	0·17	1·49	− 1·10
Nagpur	29·656	SW	7	107·2	81·6	48	...	1·20	− 1·98
Amraoti	29·693	WNW	16	106·3	80·5	81	...	0·30	− 2·54
Akola	29·671	NW	13	103·7	80·5	60	...	0·13	− 0·85
Surat	29·612	SE	13	98·7	78·1	67	0·01	0·01	− 2·17
Malegaon	29·645	SSW	10	94·4	76·4	63	0·03	0·06	− 2·48
Bombay	29·624	SE	19	84·2	77·9	89	4·03	5·29	− 1·81
Poona	29·677	SE	6	86·0	72·4	88	0·78	2·82	+ 0·12
Ahmednagar	......	...	...	...	...	...	...	...	...
Aurangabad	29·667	SW	1	95·4	72·2	57	0·07	0·21	
Sholapur	29·724	SW	21	96·3	74 5	70	...	0·75	− 1·92
Ratnagiri	29·691	SSE	14	81·7	76 9	97	4 12	5·52	− 9·74
Bijapur	29·75	S	8	84·4	74·3	87	...	3·58	+ 1·06
Belgaum	29·761	WSW	9	76·3	63·7	92	0·36	4·63	+ 0·81
Marmugoe	29·714	S	9	86·5	77·4	93	0·83	3·48	− 8 74
Karwar	29·759	S	5	83·2	76·5	90	4·65	8·21	−11·05
Mangalore	29·722	ESE	8	81·9	74·4	86	3·92	8·46	−11·27
Calicut	29·815	NE	3	81·2	73·7	94	2·53	12·37	− 6·47
Cochin	29·823	SE	15	87·8	74·7	93	1·18	16·24	+ 1·83
Bangalore	29·816	SW		82·8	67·8	83	0·01	2·33	+ 0·24
Secunderabad	29·721	WSW	16	98·7	78·1	69	...	0·27	− 2·12
Masulipatam	29·702	WNW	12	103·7	81·5	68	...	0·00	− 2·43
Bellary	29·744	SSW	10	88·0	76·3	72	...	1·53	+ 0·00
Cuddapah	29·732	NW	G	100·7	81·4	61	...	0·46	− 1·19
Madras	29·712	SW	9	90·0	74·5	74	0·74	0·78	− 0·11
Coimbatore	29·791	SW	9	83·4	70·6	98	0·11	1·30	+ 0·45
Trichinopoly	29·771	W	8	93·6	77·3	68	..	0·22	− 0·61
Negapatam	29·745	W	6	91·2	80·0	60	...	0.02	− 0·66
Colombo	29·837	SW	6	87·0	79·0	83	0·05	3·66	− 1·78

In column "Wind Rate per hour" L = Light, M = Moerate, F = Fresh, S = Strong, H = Heavy

Bombay Local Rainfalls:—J J H=( ) G T H=3·30 (5·27:) St G H=3·15 (4·33); C P=4·03 (5·29).

SUMMARY.

Pressure changes show a brisk fall at Jamnagar Dwarka and Verawal, a brisk rise in Rajputana and at Cawnpore, Jhansi, Neemuch Sougor, Raipur, Karwar and Mormugao, and a slight rise or fall elsewhere.

Winds are cyclonic all along the West Coast from Karwar to Dwarka, and they are shifting to nort-east at Karachi. Elsewhere they are variable in direction The force has been strong to a gale Mormugao, Ratnagire, Bombay and Verawal.

Temperature.—Both the day and night temperatures are in excess of normal in many places. The maximum varied from 120° at Jacobabad to 76° at Belgaum and the minimum from 91° at Sirsa to 68° at Bangalore.

Cloud and Humidity.—The sky is cloudless in Sind, the Punjab, the United Provinces, Rajputana and cloudy in all other districts. Humidity changes are generally small and irregular.

Rain.—Heavy rain at Karwar (4·65), Ratnagiri, (4·12), Bombay (4·03) and Mangalore (3·92); about two inches and a half at Calicut, about an inch and a quarter at Cochin and light to moderate showers at Colombo, Coimbatore, Madras, Bangalore, Mormugao, Belgaum, Poona, Malegaon, Surat, Raipur, Jubbulpore, Indore, Verawal, Bhavnagar, Dwarka and Ahmedabad.

Weather.—The cylonic storm, the centre of which appeared yesterday to be off the North Konkan Coast, continues to move in a west-north-westerly direction seawards. Its centre this morning appears to have been about Latitude 191-2° or 20° N., Longitude 68° E., where weather seems to be much disturbed, The sea was very rough at Cochin, rough at Verawal and rising at Dwarka. The wind velocity this morning was 40 miles an hour at Verawal.

E. A. KENYON,
Meterological Reporter for Western India.

SHIPPING INTELLIGENCE.

THE steamer Falls of Keltie, 2,156 tons, Captain G King, arrived in harbour on Sunday from Calcutta, 30th May, with a cargo of coal.

THE steamer Kilburn, 2,111 tons, Captain C Robertson, arrived in harbour on the 14th instant from Akyab 3rd June with a cargo of rice.

THE Hansa Line steamer Weissenfels, 2,521 tons, Captain M Freeden, will sail to-day for Hamburg and Bremen via Karachi, with a general cargo.

THE Austrian Lloyd's S N Co's steamer Marquis Bacquehem, 2,714 tons, Captain T Rassevich, arrived in harbour yesterday from Trieste 27th May, with a general cargo and 3 cabin and 44 deck passengers.

THE B I S N Co's steamer Henzada, 1,310 tons, Captain F G Cunningham, will sail to-day for the Persian Gulf via Karachi, with a general cargo, and Dr Moore and Lieut Keene, as cabin and 100 deck passengers.

WEATHER CAUTION.

The following telegram has been received by the Port Officer, Bombay, from the Meteorological Department, Simla:—

"Storm Signal: Storm in Arabian Sea, travelling north-westward and centre lying this morning in about latitude 20 degrees 30 minutes and longitude 68 degrees. Wind strong to gale over North Arabian Sea. Hence propose leaving warning signal flying to-day."

ARRIVALS.

June.	Vessel.	Commander.	From
15	M Bacquehem s	Rassevich	Trieste, May 27
	China s	Mosca	Kobe, May 10
	Asia s	Shanklin	Glasgow, &c.

DEPARTURES.

June.	Vessel.	Commander.	Destination.
15	R Rubattino s	Saporiti	Genoa
	Upada s	Hutchinson	Karachi

The following vessels obtained their portclearance yesterday:—

Steamer Henzada, Cunningham, for Persian Gulf.
" Weissenfels, Freedon, for Hamburg via Karachi.

The steamer Katoria, entered for loading yesterday for the Persian Gulf.

(REUTER'S TELEGRAMS.)

STEAMER MOVEMENTS.

The British India S. N. Co., s.s. Manora left London on the afternoon of 13th.

The British India S. N. Co., s.s. Goorkha left Port Said on the evening of 13th.

The British India S. N. Co's, s.s. Rewa left Suez on the afternoon of 13th.

The P. and O. Co.'s., s s Peninsular which left Bombay on the 30th May, arrived at Marseilles on Sunday, 14th instant.

The Austrian Lloyd's s. s. Trieste, from Bombay, arrived at Hongkong on the 24th instant.

DAILY EXPORTS.—JUNE 15.

FOR LIVERPOOL.

Nubia s—30 bales wool C Nanjee; 3 bales cotton, Killick Nixon and Co.

Kalibia s—86 bales wool W and A Graham and Co; 125 bales wool H A M Oosman; 28 bales wool Forbes Forbes and Co; 16 bales wool J A Begbie and Co; 1030 cwt cotton seed David Sassoon and Co.

FOR HULL.

Kt Bachelar s—2201 cwt cotton seed Tata and Co; 1039 cwt myrabollams K Shrikisanda s; 1800 cwt castorseed Ralli Brothers; 649 cwt myrabollams H Anandrao and Co.

FOR HAVRE.

Madagascar s—4000 cwt wheat J A Begbie and Co; 10847 cwt rapeseed Ralli Brothers; 2401 cwt rapeseed E D Sassoon and Co.

FOR DUNKIRK.

Imaum s—200 bales cotton and 4133 cwt linseed Ralli Bros; 2001 cwt poppyseed E DSassoon and Co.

Wennington Hall s—2000 cwt wheat and 507 cwt myrabollams Wagbjee Bechur; 11350 cwt linseed Ralli Bros.

FOR GLASGOW.

Nubia s—47 cases Indian condiments and 5 cases curry powder M Poonjiajee and Sons.

FOR MANCHESTER.

Matin s—4000 cwt wheat Ralli Brothers.

FOR ANTWERP.

Matin s—330 bales cotton E Spinner and Co; 100 cwt mowraseed A Blascheck and Co; 1493 cwt rapeseed Forbes Forbes and Co; 110 bales cotton W Wolf and Sons.

HIGH COURT.—JUNE 16.

Before the Hon'ble Mr Justice TYEBJEE.

Suits for hearing and final disposal.

Long Causes.

19,01—Matubhai J and M—Karim Nensee vs Ally Mahomed and Nensey and others—Payne and Co—Part heard.

Commercial Cause.

668,02—Kanga and P—Magunlal Vijbhookandas vs Sitaram Nuthmal—Tyabjee D and Co. For postponement.

Long Causes.

607,00—Bhaishanker K and G—The Ahmedabad advance S and N Co Ld vs Lakhsmeshanker Dewshanker and another—K B Mehta and B R and K.
123,03—Bhaishanker K and G—Bai Jaskorebai widow vs Jaichund Kapurchand and another—Mulla and M.
80,01—Smitham B and N—Bhowram Ragoba vs Narayen Bhowram—Bicknell M and M.
389,00—Mantri B and N—Bhawani Sanker Wasoodew vs. Sataymabai widow—Captain and V.
210,02—Madhowji—V Harilal Jamnadas and others vs Hargovandas Jugjivandas and others Matubhai J and M
490,01—Wadia and G—Hirjee Bhograj vs Rowjee Rughunath and others—M B and Nadirshaw.
626,02—Rustomjee P Mehta—Ganpat Gyanoo vs Bhimjee Radhajee alias Amirbux—D D Romer.
455,91—J P Dastoor (a pauper)—Peeraji Bhewba vs Luxman Hibati.
794,01—Tyabjee D and Co—Waghjee Becher and another vs Bai Laxmibai widow and another—Muljee B and B and Payne and Co.
640,02—Smetham B and N—Bai Chatoorbai widow vs Manmohun Parshotum and others—Tyabjee D and Co.
619,02—Hiralal D—Canjee Narran vs Madhawram Mathuradas—Tyabjee D and Co
533,02—Tyabjee D and Co—The Advocate General vs Mirza Mahomed Shirazee and another—Craigie L and O and M and M.
333,98—Shamrao and M—Vinayak Dhoondiraj vs Narotam Anandjee—Payne and Co.

Before the Hon'ble Mr. Justice RUSSELL.

Suits for hearing and final disposal.

Long Causes.

670,01—Smitham B and N—Dewraj Tokersey and others vs Mungiram Dhanji—Payne and Co—Part heard.

Testamentary Suits.

9,02—Smitham B and N—John Francis Fernan others vs Brimo F Nunes—K B Mehta.
4,02—Matoobhoy J and M—Jethabai alias Poorbai vs Jethabhoy Veeram—Little and Co.
1,01—Ardeshir H and D—Rahimabai alias Baiabai widow vs Haji Seedick Haji Hassun Khatzabhoy—Jamshedji and R.
44,01—Tyabjee D and Co—Kessowji Rattonsey vs Maneckbai widow—Little and Co.
25,02—Wadia and G—Bai Kankoo vs Katur Chimna—Little and Co.
29-02—Captain and V—Ramakant Kalyan Sastri vs Bai Radhabai widow—Chitnis and M.
28,02—Malvi H and M—Harkishandas Gokuldas vs Bai Jaicoribai widow—In person.
7-03—Mantri B—Ramabai widow vs Ramkrishna Baljee Madat—In person.
9,03—Captain and V—Bhagwanath B Joshi vs Narayan Ratanchand—Dabhtari and F.
38-99—K J Mantari—Moolibai vs Manilal Haridas—K B Mehta.

Before the Hon'ble Mr Justice ASTON.

Suits for hearing and final disposal.

Short Causes.

676,02—Tyabji D and Co—Dossa Hemraj and another vs Cursondas Hurgovandas—Mansookhlal J and H.
408,01—Smitham B and N—William Watson and another vs Walter Simour Fraser.
303,02—Ardeshir H D and Co—Bai Meherbai widow vs Balkrishna V N Kirtiker—Balkrisna V N K.
600,02—Wadia and G—Jehangir Byramji Dalal vs Framjee Pestonji Porter—Bicknell M and M.
7,03—Kanga and P—Bachoobai widow vs Hormusji Cawasji Dhala—M R Vakil.
126,03—Bicknell M and M—Jeyrajew Foolchand vs Anoopsing Agrawalla and another—Malvi H and M.
153,03—Edgelow G and W—Bai Rah at widow vs Janamsanker Ramsanker and another—Bicknell M and M.
170,03—Payne and Co—Haji Ahmed Patel vs Bai Joolekhabai and others—Little and Co.
204,03—Little and Co—Ebrahimbhoy Mahomedbhoy Rowji vs Nowrosji Maneckji Billimoria—M B Chothia.
299,03—Bicknell M and M—Dossabhoy Bejonji Motiwalla vs Esoofally Adamjee.
504,03—Bicknell M and M—Bai Shirinbai vs Bai Heerabai and another—Wadia and G.

Long Causes.

509,19109,01—Matubhai J and M—Hiralal Kanayalal and others vs Govind Narayan—Payne and Co.
31,01—Craigie L and O—The Commercial Bank of India vs Bukandas Lalubhai and others—B Rogayavaya Payne and Co etc.,
96,03—Little and Co—Chuturbhuj Morarjee and others vs Dhurmoobai widow—Jamsetjee and R and W G and W.
335,00—Captain and V—Devcobai widow vs Rukhmabai widow—Jamshedji and R W and G and Co.
577,01—Mirza and M—Mirza Hoosein Khan vs Mackia Begum widow—Little and Co.
255,02—Mulla and M—Bibibai widow vs Rambai widow and others—Kheederao S and N.
347,01—Mulla and M—Lalji Kooverji and another vs Gholla Dewsey and others—Mansooklal J and M D D Romer.
184,02—Little and Co—Haridas Ramdas Bhimji vs Cursondas Ramdas and others—Ardeshir N D and A.
492,01—Chitnis and M—Narayen Vinayak vs Dinkar Nana Morowjee and others—Chitnis and M Little and Co K G and W.
547,01—Ardeshir H D and Co—Sonabai vs Nanabhai Jivanjee Contractor—Jamsetjee and R.
754,01—Captain and V—Kaloo Chagal and others vs Yemnabai widow and another—Mirza and M.
140,03—Payne and Co—Soora Dholla and others vs Memon Abdul Suckoor Hajee Joonas and others—Mulla and M.
592,02—Wadia and G—Toolka Kerra and others vs Bhoonsali Runchordas Vandrawandas—Edgelow G and W.

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NOTICE TO CORRESPONDENTS.

*** All communications intended for publications in our columns should be addressed to THE EDITOR and not to any individual member of the staff

The Bombay Gazette

TUESDAY, JUNE 16, 1903.

CAPTAIN MAHAN AND NAVAL ADMINISTRATION.

SOME time ago Captain Mahan, of the United States Navy, happened to hit the public taste by his kindly criticism of the greatest naval power in the world, and the consequence was that thereafter to very line he wrote on matters either political or naval, more importance was attributed than to the utterances of responsible British Ministers and Admirals. As Sir John Sealey observed the public understanding is necessarily guided by a few large, plain, simple ideas. When great interests are plain and great maxims of government unmistakable, public opinion may be able to judge securely even in questions of vast magnitude. The principles of naval administration are not among these, and public understanding can recognise none of the large, plain, simple ideas. Captain Mahan comes to their assistance and endeavours in an article in the " National Review " to help them to an understanding. Of course Captain Mahan would not be an American if he did not endeavour to show that the principles and methods of applying those principles in the States did not belong to a higher order than those of any other country in the civilised world. The United States system of naval administration, he tells us, has progressed successively and without breach of legislative continuity, from the single organ, the one man, in whom all functions as well as all responsibility were centred, through the phase of a complex organ with aggregate functions and responsibilities defined, but still undifferentiated, into an organisation elaborate in form, if not final in development. We hear the nasal intonation in every word. The process was consistent in principle from first to last. The sole control and single responsibility of the Secretary—the representative of the President—have been preserved throughout, and all other responsibility is and has been not only subordinate to him but derivative from him as a branch derives its being from the root. Moreover, says Captain Mahan, consistency has also been maintained in restricting the administration, thus evolved, to the civil function which it essentially is; from the first departure in the institution of the Board of Commissioners to the present time, it has not had military authority properly so-called. It has had necessary authority in matters pertaining to a military establishment, but it has had no direction of activities in themselves essentially military; that has remained with the Secretary, and is by him transferred only to officers properly military in function.

Americans, with patriotism which does them credit, invariably consider American methods best. No greater mistake could be made. No country in the world has a much less satisfactory system of Government and the anomalies in the position of the President, the undefined relative powers of the Senate and the Congress lead to more confusion and to more complications in the despatch of public business in a twelvemonth in the States than occur in England in a decade. Yet we are told in all seriousness to consider the ways of the Far West and be wise. Almost everyone in these days does consider them, and shows his wisdom by avoiding them as rigorously as possible. The British Naval system of administration had its origin in the days of King John. Its present form is the outcome of the lessons of centuries. It has been a gradual growth towards perfection—a perfection, which we know, has not been attained, though as it stands it is far and away superior to any other naval organisation in the world. Whatever good points the American system may have are good only in so far as they resemble the British system. Their methods are copied from our methods. It could hardly be otherwise, for their Navy is but an infant; their independence, the growth of a single century. In Great Britain, as in the United States, one man is ultimately responsible—the Secretary of the Navy in one State, the First Lord in the other. The difference which Captain Mahan sees between the two is that the United States Secretary, belonging to no Board, has only subordinates to deal with, not associates. The First Lord as member of the Board, which assembles frequently, necessarily meets his assistants not merely singly but together; thus undergoing an influence much weightier and more complex than that of consulting at convenience single men, each of whom appears before him strong only in his natural strength of character, modified by the military habit of submission. As the First Lord and the Secretary are civilians it is evident that our system is the better. To consult individuals for counsel and guidance means time. It gives opportunities for the riding of hobbies by the representative of one department at the expense of another, and America will one day find that its weakness lies in the very direction it now believes to be strength.

What Captain Mahan believes to be the advantages of the States Navy Department are the very features which constitute the defects of the British War Office. Military reformers would have the Army governed as the Navy is, and whatever change is made will be in that direction. England has bought her experience in the very dearest market. America has no experience, perhaps never may. The Republic had a little difference with Spain. But Spain at the best is an effete monarchy and there was nothing to learn in connection with the incident, except that bluster does sometimes frighten little people. Had Spain known how to discount spread-eagleism she would have made a better show of resistance and might even have punished America for interference in a quarrel which was not hers. If America wants to understand the principles which should underlie naval administration she must consider those which prevail in England and adopt them if she would improve her Navy and its administration. Captain Mahan is well aware of this, and it is with the object of enlightening his fellow Americans, not Britishers, that he is at pains to write the article we refer to. He is desirous of being regarded as engaged in an effort to inform the British public. But Captain Mahan is diplomatic. He knows it would be absolutely useless trying to persuade his countrymen they have anything to learn from us. Therefore he dissembles. The result is a readable article and the bare possibility that the States will recognise the direction in which perfection lies.

RHODESIA. THE last Report received by the Chartered Company from its officials in Rhodesia gives an agreeable picture of progressive healthy development. In spite of the recent war conditions the income rose from £260,000 in the year 1897-98 to £435,000 in 1901-02, while the expenditure for the same periods, though it is still heavy and exceeds the income, sank from £820,000 to £711,000. The chief industry of the country, the production of gold, within the same timelimit, shows the following progress:—The number of stamps rose from 175 to 295; 96,077 tons of crushed ore are now represented by 219,997. The result in ounces of gold rose from 55,072 to 180,889, and their value to over three times as much as before, the average gain per ton being from 11·42 to 13 hundredweights. The prospects of the coal district of Wankie, on the Zambesi below the Victoria Falls, and the copper field lying north of this on the left bank of the Zambesi have raised considerable hopes in the breasts of the settlers. Wages and the cost of living for white men are fairly high, even considering their limited number, about 15,000, the high prices of provisions and the absolute need in the tropical climate of Rhodesia for some of the comforts of life. The minimum pay for a clerk, commercial or office, is £240 a year, for a book-keeper £360; carpenters, miners, and sawyers earn twenty-five shillings, and compositors and shoe-makers one pound per day; men-servants and gardeners £15, stokers thirty pounds, and railway-men fifteen to twenty pounds monthly. The Commissioners of the different districts give useful information as to the articles in use among the people. In Mashonaland, for instance, with Salisbury for its centre, " Kaffir truck" such as brass wire, blankets, beads, shawls, clothing, specially shirts, are in great demand, and the natives show an ever-increasing preference for European ready-made clothes. The Commissioner for Buluwayo tells the same tale of a growing import of " Kaffir" goods. The development of the North-West of Rhodesia with its copper and coal districts, the connection of which by rail with Buluwayo will this year be completed, makes for the growth of trade in considerable quantity, and firms from Buluwayo are already opening branches near the Zambesi. The most flourishing establishments in Buluwayo are the brick-factories. Good bricks can be made in quantities from the clay which abounds. The districts round the rivers Kafui and Loangwe, tributaries of the middle Zambesi, on its left bank, are not so well developed, ivory and caoutchouc being so far their chief products. Towards the north of the Loangwe province the natives are beginning to ask for coloured stuffs, blankets, and beads. There is a strong and profitable demand for iron hatchets, for the natives have almost entirely given up their own iron-industry. The official for the Tanganyika district, to the shores of which the German, English, and Belgian possessions extend, remarks that there is a great want of shops to supply the needs of the natives who consequently go to Kasanga in German East Africa on the east bank of Tanganyika lake to purchase what they require. A dealer with enterprise enough to start several shops converging from a suitable centre and take the trouble to study the tastes of the natives in the goods he offered in exchange for their products and the wages they earn, would make a handsome profit.

THE TRADE OF KOREA. THE Commerce of Korea appeared to be adversely affected during 1902 as much by currency difficulties as by the famine and drought which has visited the country in recent years. The value of foreign trade decreased by something over a million yen, but this is not at all surprising in view of the conditions which prevailed. The falling off was mainly in respect of goods which would affect western exporters and the trade in cottons, woollens, and metals suffered especially. One interesting feature of the year was a decline in regard to Chinese silk piece-goods. This was due to " a sumptuary decree issued in January,—a decree unwritten, but enforced by the example of the sovereign and well understood by the people—forbidding the use of foreign silks in male apparel." Another feature of the year's commerce which appears strange to us is the steady increase in the importation of American kerosene oil. It seems rather curious that a country so near to the Russian source of supply should prefer the higher priced article. In India where the question of distance has little bearing upon the trade, the imports of American oils have decreased rapidly in recent years; and there is every indication that the Russian product will still further oust the American from the market. On the other side of the balance sheet, it is noticeable that exportations of raw cotton are coming into prominence. The Chief Commissioner of Korean Customs says that this was due to the cotton crop of 1901 having been exceptionally good, and it perhaps explains to some extent cotton manufacturing activity in Japan. One of the most serious problems of Korea at the present time is undoubtedly the currency question. The paper currency of the Dai Ichi and Nippon Banks, it is stated, form the basis of exchange at every treaty port. In three provinces the new nickel coinage is being used, but it appears to be easily counterfeited, and a Japanese ordinance recently passed resulted in the seizure of no less than 4,000,000 nickels. In the South and West of Korea the old Copper Cash is in circulation. the coinage indeed seems very diverse, and it is certainly time that some proper basis of trade was instituted.

THE MESSAGERIES STEAMER. THE Messageries Maritimes Company has arranged to reduce the time occupied in the trip from Bombay to Marseilles by one day, from the end of the present month. In order to effect this reduction, and to provide for the better accommodation of passengers to and from India, their Australian steamers will hereafter be placed upon the Bombay run instead of those belonging to the China line. It has been the practice to bring the China steamers to Bombay. Hereafter Australian passengers will be given the option of coming on to Bombay or transhipping into the China steamers at Colombo. The Messageries anticipate extending the direct connection between India and Australia, and developing the fruit and produce trade between the two countries. It is expected, and not without reason, that the improved facilities will be appreciated by the public.

THE P. and O. Company's s. s. Egypt, with the outward mails of the 5th instant, left Aden at 8 a. m. yesterday and is expected to arrive in Bombay at 6 a. m. on Saturday next.

HIS HIGHNESS the Sultan of Shehrand Makalla, left yesterday for Aden, en route to his capital, by the Florio Rubattino S. N. Company's steamer R. Rubattino. A salute of 12 guns was fired from the Saluting Battery to announce the departure.

A REPORT presented to the Amir by General Bhaval Khan on the state of the army in the Asmar Jellalabad country shows that during the last six months 17 men have committed suicide by drowning, 33 have deserted with their rifles, 93 have died of disease, and 12 by accidents, while seven men were killed by newly-converted Kaffirs.

THE Hon'ble Mr. W. H. L. Impey, Chief Secretary to the Government of the United Provinces, will probably be taking a year's leave from about the time when the Secretariat breaks up at Naini Tal at the end of October. It is understood that Mr. Leslie Porter Commissioner of Lucknow, will officiate as Chief Secretary during Mr. Impey's absence.

THE proposed reduction and re-organisation of transport in Burma have now been sanctioned. The complement of elephants will be reduced from 80 to 20, and of bullocks from 416 to 384, the latter being organised in half troops. The complement of mules will be reduced by 297, and the remainder, 1,680 in number, will be organised into two pack corps. To compensate for the loss of carrying power due to these reductions of pack transport, 400 mule carts will be made available, to enable 800 out of the 1,680 mules to be worked in draught. The savings will be utilised to maintain extra mule transport in the Punjab Command.

WE stated lately, writes the " Pioneer," that statistics were being prepared showing the incidence of plague among the inoculated and non-inoculated in the Punjab during the past cold weather. These statistics are now before us, and it must be admitted they are remarkable, though their accuracy is not above question in view of the fact that they are gathered from native subordinate sources. Altogether twenty-three districts in the Province were involved in the epidemic, and the total population of the infected villages was 5,157,18[illegible]. From October to May, both months inclusive, 311,829 plague cases with 186,500 deaths, were reported. Altogether 481,152 inoculations were carried out, and among inoculated persons 5,052 plague cases with 1,233 deaths occurred. Now the notable result yielded by the examination of these figures is that among the non-inoculated, one man in every 15 contracted plague, whereas among the inoculated only one man in every 95 took the disease. Moreover, the incidence of deaths per cases among the non-inoculated was 59 per cent while among inoculated it was only 24 per cent. It has to be recognised, however, that these figures are not by themselves necessarily conclusive. Even supposing them to be substantially accurate, before the evidence can be regarded as proof of further statistical examination, village by village, is necessary, and for that the figures before us furnish no material. In the absence of the requisite details showing the contrary, it is at any rate conceivable that in the particular villages to which the 481,142 inoculations were confined, the plague indicants may not have been greater among non-inoculated than among inoculated. The statements before us clearly show that whereas plague overspread twenty-three districts, inoculation was limited to fourteen districts. What ought now to be shown in a separate statistical table is the incidence of plague to inoculated and non-inoculated, district by district, in the fourteen districts where inoculation was carried out.

SIR FRANCIS JEUNE ruled that a divorce obtained by a wife in Utah, on the same grounds on which she previously obtained a judicial separation in London, was valid. The lady's present suit for divorce was therefore dismissed, the marriage being already dissolved.

THE receipts and expenditure of the Metropolitan Police Force for the year ending March 31 is as follows:—Received, £2,850,729; expended, £2,141,858. The receipts include £782,687 from local taxation, and £990,680 from rates on Government property. The bulk of the remaining revenue was received for special services at royal residences, the Home Office, naval establishments, and public buildings.

THE late M. Marcel Renault began life as a draper in a shop belonging to his father. He made his first motor-car as an amateur, adapting the De Dion motor to a light conveyance. The public approval of the experiment encouraged him to go into the business professionally. Five years ago he inaugurated the factory at Billancourt with half a dozen workmen. There are now five hundred workmen there, and the cars turned out are famous throughout Europe.

MR. H. OLLENDORFF, supposed to be a German, who has been a boarder at the New Oriental Hotel at Galle since the 21st May, committed suicide by shooting himself with a revolver about 11-50 on 10th instant. Two reports were heard by the Hotel inmates and deceased was found prostrate in his room with wounds on his right temple, quite dead. The Police Magistrate, Assistant Superintendent of Police and Inspector Peries were promptly on the spot.

THE oldest watering-place in Sussex, and probably in England, lies at the edge of the Downs, midway between Rottingdean and Newhaven. It has its streets and its squares laid out, railed, and christened. For example, there is " Fairlight-avenue," " Central-avenue," " Western-avenue," and " Eastern-avenue;" and the sidewalks of each are of solid turf, and the gravelled roadway is thick with daisies; and there is not a house in one of them, nor the sign of a foundation being laid? The " town" is called " Telscombe-by-Sea," and takes its name from a pleasant Down hamlet that lies about three miles inland. Telscombe-by-Sea has a " Parade" indicated by one garden seat, and a flight of steps cut in the face of the chalk cliffs leads to the pebbly beach a hundred feet below. Here is heard the mew of the seagull, and the bark of a dog is echoed back by the cliffs like the sound of pistol-shot. There is a " Telscombe restaurant," where lemonade and tea are provided; and the Board Trade have built a hut whence " cliff-ladders and life-saving apparatus" may be obtained. The strong sea air has rotted away many of the iron railing indicating the Avenues. Altogether, a holiday at Telscombe-by-Sea would be the open-air cure with a vengeance.

ROMANCE OF TELEGRAPHY.

THE DUTIES OF THE INTERNATIONAL CONFERENCE.

WITHOUT pomp or circumstance, or any of the advertisement that usually heralds a great national or international gathering, there opens in London to-day, says the " Daily Express " of the 26th ultimo, one of the greatest and most practical of all international conferences that the world has so far been able to agree upon. It is a conference that affects more nearly and directly the daily life and bread-and-butter interests of the people of the world than all the Hague peace conferences or other political gatherings the high politicians of the world have dreamed of. The International Telegraph Conference will be held in the Examination Hall of the Royal Colleges of Physicians and Surgeons, on the Thames Embankment, and will be opened this morning by Mr. Austin Chamberlain, the Postmaster-General. At this conference every nation in the world civilised enough to be a user of the telegraph—which, of course, means the whole of the civilised world—is represented, with one most notable exception. That exception is the United States of America. But though for reasons purely technical and capable only of technical explanation, the United States is not directly represented in the conference, it yet fully shares in the effects of all its deliberations. The International Telegraph Conference discuss and amicably arrange every point of every sort relating to the exchange of telegraphic communications between all the ends and parts of of the earth. If you should wish to travel from London to, say, Manchuria, or to the interior of Argentina or of Persia, you would need to spend quite a little time and anxiety in fortifying yourself with the very necessary permits to ensure your reaching your destination unmolested by troublesome customs and military authorities, and to reach it in reasonable time.

If you wanted to telegraph to these places you would simply go to the nearest telegraph office—it might be in a grocer's shop at the next corner—and hand in your message in the simple and sublime assurance that it would be delivered to your correspondent in Manchuria or Persia or Argentina within a few hours and without the slightest trouble to you or to him. This though your message might convey immensely more important news to him than you could carry if you took the long journey yourself. And you would most likely complain strongly if your telegram were delayed an hour or two, though you in person might be delayed for days at some frontier by some, stupid frontier officer. All these delicate matters of the free passage of the telegraphic correspondence of the world all over the world the International Telegraph Conference arranges. Its work and the result of its work are worthy the pen of the world's greatest novelist. The conference meets about every five years. The present meeting is two years belated. It should have been held in 1901, which was the golden jubilee year of the establishment of international submarine telegraphy. It is held in turn in the world's great capitals. There were other things of moment to the world occupying the British Empire's capital two years ago. So the conference was postponed. But though the International Conference meets only once in five years, there exists all the time an international Telegraph Bureau, which the conferences direct, that does for the telegraphic communications of the world what the Hague Bureau may do for the peace of the world—when the millennium is a little nearer.

This bureau is located at Berne, Switzerland. It is the nerve centre of the world's telegraphs. It is the court of arbitration and medium of amicable arrangement of all the difficulties that arise in the way of the free interchange of telegraphic correspondence between all the ends of the earth. It is a prosaic business office full of infinite poetry. "Berne," as the bureau is known in every telegraph office in the world, is in closer touch with all the world than are all the world's rulers and politicians. If revolutionaries in the Balkans cut the wires, or British generals in South Africa seize the cable, or storms or earthquakes or any other cause interrupt the free flow of the world's telegraphic correspondence, "Berne" is the first to know of it, and "Berne" notifies every telegraph office in the wide world, and immediately sets to work to contrive how best the break may be bridged without offending the national interests or susceptibilities of any nation. The first duty of every nation is to notify " Berne " of any interruption or alteration in its telegraphic arrangements. The first duty of " Berne " is to notify every other nation. " Berne " is the centre of everything telegraphic, and "CQ." in the nomenclature of telegraphy, is the circumference of everything. A message from anywhere addressed "Berne" finds its way by the quickest route and ahead of every other message to the International Bureau and a message from Berne addressed simply "CQ" finds its way ahead of every other message to every telegraph office in the wide world.

Every city in the world has its recognised code. London is "LN," New York is "NY," Suez is "SZ," Monte Video is "MV." A message sent from Berne addressed simply "IQ" would quickly find its way to Iquique, far away on the West Coast of South America. But " CQ" means "all stations," and a message from Berne, telling, perhaps, of interruption to West Indian cables because of the eruption at Martinique, or of the stoppage of cipher telegrams to South Africa because of the Boer war, would be passed from one station and Government, and cable company to another, until it reached every telegraph office in the world. This is only a minor duty of the International Telegraphic Bureau at Berne, but it illustrates the world-wide touch the bureau has of the telegraphic communications of the world. And what Berne does in this detail it also does in every other detail affecting telegraphic correspondence. The conference of the telegraphic authorities of the world which meets to-day in London will report the result of its deliberations and its decision to Berne, and on the basis of these decisions Berne will regulate the telegraphic correspondence of the world. For Berne is very much more than a mere information bureau. It is an international clearing house and arbitration tribunal. It was created, in 1868, as " a central office to collect, arrange, and publish information of all kinds relating to international telegraphy; to circulate requests for modifications of tariffs and service regulations, to give notice of changes adopted, and generally to study all subjects and execute all work entrusted to it in the interest of international telegraphy." Everything relating to the internal telegraph service of the various countries are communicated to Berne, and so to one another; every improvement any country may introduce, all alterations of tariff, opening of new lines and closing of old ones all about new experiments, even the times during which offices are open. As showing the minuteness of detail with which Berne deals it is interesting to note that Berne says that " between all offices of different States the signal for closing is given by the office belonging to the State whose capital is situated furthest West." This trifling rule illustrates vividly how Berne settles a very possible international quarrel between a Persian operator who may want to hurry home to see his sweetheart and a Russian telegraphist who, at the usual hour of closing, has still on hand a message from a prosaic Cannon-street merchant ordering a bale of something, by next steamer, from his Parsee agent in Bombay. Every difficulty of every sort that might arise between nations in the transmission of telegrams is dealt with by Berne. Some day some great novelist will take Berne as his theme and write a story of fact that will shame all the tales of the purely imaginative story tellers. The expenses of the Berne bureau are borne by the respective Governments in the order of their telegraphic importance, as denoted by classes. It is interesting that in the first class come Great Britain, Germany, the Argentine Republic, Brazil, France, British India, Italy, Russia, and Turkey. Then come Austria, Spain, and Hungary. In the third class are Belgium, Norway, Sweden, Holland, and Roumania. Denmark and Japan come in the fourth class, with some of the British Colonies. Portugal, Greece, and Servia are in the fifth class; while in the last are Persia, Montenegro, and some smaller Colonies of European States.

THE marriage of the Archduchess Maria Anna, daughter of the Archduke Friedrich, and Prince Elies of Bourbon Parma, son of the Duke of Parma, has been celebrated at the Hofburg Church, Vienna.

TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

BAD NEWS FROM SOMALILAND.

MULLAH CUTS THE TELEGRAPHS.

COLONEL COBBE SURROUNDED.

A CONVOY CUT UP.

LONDON, JUNE 15.

A War Office despatch from Bohotle states that the Mullah has cut the telegraphs and executed a flank march with the intention of raiding the line of communications between Bohotle and Berbera. All posts are being strengthened.

The "Daily Telegraph" published a despatch from Aden, which states that the Mullah has cut up a convoy between Garrers and Bohotle.

According to native rumours Colonel Cobbe is surrounded at Galadi, and General Manning is unable to move to his assistance.

THE SERVIAN TRAGEDY.

POLITICAL PRISONERS RELEASED.

QUEEN DRAGA'S BODY MUTILATED.

NEW KING OF SERVIA.

LONDON, JUNE 14.

Servia is quiet.

All prisoners in jail for political and press offences have been released.

After electing the new King to-morrow, the Skupshtina will adjourn till the arrival of the King, who will form a new Ministry.

LONDON, JUNE 15.

Prince Peter Karageorgevitch was unanimously elected King of Servia to-day.

(FROM OUR CORRESPONDENT).

CALCUTTA, JUNE 15.

The "Indian Daily News'" London correspondent says it appears that Queen Draga's body was fearfully hacked by her murderers. Her sisters were not killed but have been banished.

(THROUGH REUTER'S AGENCY.)

MR. CHAMBERLAIN ON PROTECTION.

THE TRADE OF GERMANY AND AMERICA.

DEBATE IN THE LORDS.

LONDON, JUNE 5.

Mr. Chamberlain, replying to a correspondent, says to fear that we should lose our foreign trade by keeping our hands free to bargain with foreign nations is absurd.

The foreign trade of Germany and the United States has increased much quicker than ours notwithstanding protection, while the cost of living in the United States leaves a much larger margin for the workman.

(FROM OUR CORRESPONDENT.)

CALCUTTA, JUNE 15.

The "Indian Daily News'" London correspondent, wiring on June 14th, says that Lord Goschen initiates the Zollverein debate in the House of Lords to-morrow. The Duke of Devonshire's speech is eagerly awaited.

Mr. Ritchie on Friday, in the House of Commons, regretted that Canada contributes nothing to Imperial Expenditure.

(THROUGH REUTER'S AGENCY.

TURKISH EXCESSES.

POPULATION PANIC-STRICKEN.

LONDON, JUNE 14.

As a result of the excesses of Turkish troops and Bashibazouks the population of the Kirklisse district has been seized with panic and 1,350 fugitives arrived in the Burgas district on Friday, and the influx continues.

THE FIRE AT ETON.

INCENDIARY CAUGHT.

(FROM OUR CORRESPONDENT.)

CALCUTTA, JUNE 15.

The "Indian Daily News'" London correspondent says that an Etonian was detected setting fire to a wing where forty were asleep. He was among those who were rescued on Whit-Monday. [He professes unconsciousness of the act.

(THROUGH REUTER'S AGENCY.)

THE IN-COMING MAIL.

ADEN, JUNE 15.

The P. and O. Company's s.s. Egypt, with the English Mails of the 5th inst., left here for Bombay at 8 a.m. to-day, and the same Company's s.s. Britannia left for Colombo and Australia at 7 a.m. to-day.

CAMELS FOR SOMALILAND.

THE Admiralty has chartered three British India steamers, namely, Upada, Itria, and Urlana, to convey the Camel Corps, consisting of 2 British officers, 500 drivers, and 1,320 camels from Karachi to Berbera. The Upada, Captain J. S. Hutchinson, sailed yesterday for Karachi and the other two will shortly sail for the same port.

THREE children were found by a platelayer at St. Arnaud, Victoria, placing three penny bits on the railway lines. When asked their reason they said they wanted a train to come along and flatten them into sixpences.

THE Rhodesian Railway Administration have placed a big contract for rolling stock with the Electric Railway and Tramway Carriage Works Limited, of Preston. Early delivery was an important factor in the placing of the contract, which, in face of severe competition of American and Continental builders, was secured by the Lancashire firm, who are arranging for the rolling stock to be erected, packed, and boxed for shipment by August 15.

CALCUTTA ELECTRIC TRAMWAYS.

ANOTHER FATAL ACCIDENT.

CROWD MOB THE DRIVER.

(FROM OUR CORRESPONDENT.)

CALCUTTA, JUNE 15.

Yesterday evening a Hindoo child, four years old, was run over and killed on the Upper Chitpore road by an electric tram car. The motor driver and conductors were mobbed and thrashed, and the traffic was blocked in this section of the line for three hours till the police arrived and dispersed the excited crowd. This is the tenth fatal accident.

THE INDIAN TEA ASSOCIATION.

MEETING OF THE SURMA VALLEY BRANCH.

FORMATION OF A PLANTERS' DEFENCE ASSOCIATION.

At a meeting of the members of the Surma Valley branch of the Indian Tea Association to discuss the advisability of forming a Planters' Defence Association the following amended resolution after a short discussion was adopted:—That an association be formed in conjunction with the Surma Valley branch of the Indian Tea Association to provide for the salary of a barrister whose services shall be available for all members of the Surma Valley branch, and that he be appointed secretary to the Surma Valley branch; that in addition to the contributions by the Surma Valley branch and the Indian Tea Association, Calcutta, garden proprietors and managers be requested to subscribe. The object of the Association is to defend all the criminal cases of importance brought against the members, and generally to defend their rights.

THE UNITED SERVICE INSTITUTION OF INDIA.

ESSAY FOR THE GOLD MEDAL.

SIMLA, JUNE 15.

The subject chosen by the Council of the United Service Institution of India for the gold medal essay for the next year is the "Influence and Application of Sea Power on Expeditions based on India."

ACCIDENT TO A BANGALORE GOODS TRAIN.

MAIL TRAIN DELAYED.

BANGALORE, JUNE 15.

The No. 13 up goods train from Bangalore was derailed with the engine and several waggons at 4-20 this morning, two stations past the Bombay side of Tumkur. The accident occurred at the top of the points of the line, completely blocking it. A relief train for the transhipment of the passengers left with Mr. Mercer, the Assistant Traffic Superintendent, from here at once to tranship the passengers of the Bombay mail. This train, which should have reached Bangalore at 7 this morning, is not expected till 12, being detained at Uelladbagi station.

MILITARY INTELLIGENCE.

Lieut.-Colonel Reid, Assistant Adjutant-General, Secunderabad, succeeds Lieut.-Colonel Allen at Lucknow, when the latter completes his tenure on the 4th proximo.

Lieut.-Colonel Watkis, 31st Punjab Infantry, succeeds Lieut.-Colonel Reid at Secunderabad.

Lieut.-Colonel Phayre, 3rd Bombay Infantry officiates as Assistant Quartermaster-General, Bengal Command Headquarters, vice Colonel Monteith resigned.

KHANDEISH NOTES.

OUR correspondent at Khandeish writes:—The day after the cyclone in Bombay there was a heavy fall of rain all over this district, and it caused much inconvenience to those officers who were out in tents. One had a narrow escape last week during a local storm. A branch of a tree falling on his tent, broke the pole which grazed his eye.

Owing to the excessive heat of last month the engineer and two guards of the G. I. P. Railway have died from heat apoplexy. Everyone now has come into the station for the rains, the advent of which is anxiously awaited; the few showers of the beginning of the month having only temporarily cooled the atmosphere it being decidedly warm again.

The Gymkhana is now in full swing, cricket tennis, and hockey being the rule, but as yet no matches have been played. Golf links are shortly to be laid out, and an addition to the Gymkhana building is contemplated.

Mr. B. Wacha, Deputy Collector, has arrived from Ahmednagar to take over charge of the central division, Mr. R. E. A. Elliott, I.C.S., Assistant Collector, taking charge of the west of the district Lieutenant-Colonel Dalal, I.M.S., has returned from leave and resumed his charge.

ELECTION OF A FELLOW TO THE LEGISLATIVE COUNCIL.

THE election by the Senate of a Fellow of the Bombay University to be recommended to H. E. the Governor of Bombay for nomination as an Additional Member of his Council for making Laws and Regulations only took place in the Sir Cowasji Jehangbier Hall of the University between the hours of 4 and 6 o'clock yesterday afternoon. This was the fifth election by the Fellows. At the first election which was a contested one, the late Mr. Javerilal U. Yajnik was returned; and at two subsequent elections the Hon. Mr. Justice Chandavarker was returned unopposed. The Hon. Sir Bhalchundra Krishna was elected on the last occasion, while for the election which took place yesterday there were three candidates in the field, namely, Mr. Chimanlal H. Setalvad, B.A., LLB., Dr. Temulji Bhikaji Nariman, L.M., and Mr. Kalabhai Laloobhai, all of whom had been duly nominated by the Fellows. The last named candidate having retired the contest remained between Mr. Setalvad and Dr. Nariman, both of whom fought their battle out. There are at present 275 fellow electors of whom 215 exercised their right of voting yesterday. The voting was brisk between 5 and 5-30 p.m., and the hall presented a lively appearance during the interval. Both the candidates with their respective supporters were present at the entrance of the hall to receive their electors. Mr. Setalvad had secured 59 votes from Mofussil Fellows, while Dr. Nariman had obtained 35 votes. At 6 o'clock the Registrar scrutinized all valid voting papers in the presence of the Hon. Mr. P. M. Mehta and Lieut.-Col. M. Collie, the proposers of Mr. Setalvad and Dr. Nariman, respectively, and reported the results as follows:—

	Votes.
Mr. C. H. Setalvad	127
Dr. T. B. Nariman	88

NEWS LATER THAN THE MAIL.

MR. CHAMBERLAIN'S PROPOSALS.

SPEECH BY MR. J. X. MERRIMAN.

LONDON, May 30th.—Mr. J. X. Merriman, member of the Cape Parliament for Namaqualand, addressed a meeting at Cape Town on Saturday night, on the topic of preferential trade. He said that the Colonies had for two centuries been bound to Britain by trade fetters, and this had led to the establishment of the United States. Mr Chamberlain had asked the Empire to declare fiscal war against the world. The adoption of Mr. Chamberlain's ideas would, he said, presage the Empire's downfall, which would have a calamitous effect upon the world generally. He did not believe that preferential tariffs would benefit the Colonies, and they would assuredly be ruinous and disastrous to Britain.

GERMAN PRESS ALMOST DUMB-FOUNDED.

The Berlin newspapers, which predicted that the Prime Minister, Mr. Balfour, would repudiate Mr. Chamberlain's preferential trade proposals at the earliest opportunity, have been profoundly impressed upon finding that Mr. Chamberlain was not a free lance, and that Messrs. Balfour and Chamberlain were alike thoroughly in earnest.

The majority of the German newspapers are almost dumb-founded, and their comments show suavity and almost meekness.

The "National Zeitung" (Berlin) says that Mr. Chamberlain's ideas lack a firm basis, and that the motherland and the colonies represent a union as yet only existing politically in Mr. Chamberlain's imagination.

The "Kreuz Zeitung" states that a tariff war will bring Britain into conflict with all non-British countries.

The agrarian organs are alone unsurprised at Mr. Balfour's attitude, and declare that they consistently predicted that Britain would again adopt a protectionist policy.

SPEECH BY SIR EDWARD GREY.

Sir Edward Grey, member for Berwick-on-Tweed, who was Under-Secretary for Foreign Affairs in the last Liberal Administration, referred to the question of preferential trade in a speech delivered at Oxford, last night.

His remarks were vehemently hostile to Mr. Chamberlain's policy, which he said would mean the ruin of Britain's prosperity and the break-up of the Empire. Free-trade was more than ever necessary for the motherland population. The bonds uniting Britain and the Colonies might be proceeded, be drawn closer, by forming an Imperial advisory council to maintain a continuity of policy and to develop trade routes. The Empire could be united far better by ships than by tariffs. Mr. Chamberlain had the same old missiles ready for a general election. If Mr. Chamberlain had his way protection and Empire would soon be synonymous terms.

THE MINISTERIAL SPEECHES.

The newspapers re-echo the advice given by the Prime Minister, Mr. Balfour, to thresh out the great issue in a scientific spirit, and not to revert to the re statement of the old formulas.

The speeches delivered by Mr. Balfour and Mr. Chamberlain are almost the sole topic of conversation in business, manufacturing, and shipping circles. Mr. Balfour's statement that there would be no attempt to deal practically with the question before the next General Election is welcomed, from a feeling that ample time is needed to enable the nation to grasp fully the issues involved.

AN APPEAL TO CHAMBERS OF COMMERCE.

The Birmingham Chamber of Commerce Journal appeals to every Chamber of Commerce in the United Kingdom to make a careful and dispassionate investigation, from every standpoint, of the question of preferential trade, which it characterises as the most important problem that has ever been submitted to the country.

OPINION OF DOCK LABOURERS.

The Union of Dock Labourers, at their annual meeting, in Liverpool, resolved that the protection policy foreshadowed by Mr. Chamberlain was most mischievous and dangerous, and was against the best interests of the workers. They agreed to urge the Trades Union Congress to organise a vigorous opposition to the Colonial Secretary's proposals.

VIEWS OF LABOUR MEMBERS.—HOSTILE COMMENTS.

London, May 30th.—Mr. R. Bell, Labour member for Derby, Mr. Keir Hardie, Labour member for Merthyr-Tydvil and Mr. W. Crooks, Labour member for Woolwich, have been interviewed. All expressed themselves as hostile to Mr. Chamberlain's preferential trade scheme. They were unable to conceive of employers raising wages, unless it was in response to the fighting methods usual in the past.

Mr. G. F. Barnes, secretary of the Amalgamated Society of Engineers, expressed the same opinions as the Labour members of Parliament, but he admitted that many of the workers would be influenced by the sentimental consideration of binding the Empire together.

MR. CHAMBERLAIN FORESEES POSSIBLE DEFEAT.

THE EDUCATION OF THE PEOPLE.

London, May 31st.—Mr. Chamberlain has expressed the opinion that a victory of the free-trade party at the forthcoming elections will mean that the new Parliament will be extremely short-lived. He is of opinion that notwithstanding a possible victory by the Free-traders, the education of the people in the principles of the new policy will be so far complete that a reversal of the result may be confidently expected at the termination of the new Parliament.

THE CABINET DIVIDED.

London, May 31st.—There are persistent newspaper rumours that the Cabinet is not entirely united in the endorsement of the proposals of Mr. Chamberlain to establish preferential trade throughout the Empire. The Duke of Devonshire (Lord President of the Council), the Earl of Selborne (First Lord of the Admiralty), Lord Stanley (Financial Secretary to War Office), Mr C. T. Ritchie (Chancellor of the Exchequer), and Mr. H. O. Arnold-Forster (Secretary to the Admiralty) are said to entertain grave doubts of its wisdom.

It is estimated that at least 100 Unionists are unconvinced of the desirability of any change in the present fiscal system of Great Britain.

THE AUSTRALASIAN MAILS.

A COMMITTEE OF INQUIRY.

London, May 30th.—A small Committee consisting of Mr. Evelyn Cecil, M.P., for Aston Manor (who was chairman of the Select Committee on Foreign Steamship subsidies and their effect on British Trade in 1901-02); Mr. H. Buxton Forman, Assistant Secretary at the Post Office; Sir John Anderson, a principal clerk at the Colonial Office; and representatives of the India Office, Admiralty and Board of Trade, has been appointed to consider the best means of providing for the conveyance of mails to and from the East and Australasia at the expiration of the existing contracts. Mr. Cecil will act as chairman of the Committee.

THE Trappist Fathers, from Cherbourg, have, through an agent, bought an estate of some 600 acres at the village of Martin, near Fordingbridge, Wilts. A large monastery is to be erected, and about forty monks will take up their abode there.

A YOUNG sportsman named Forest announces that, with a continuance of the fine weather, he will shortly make an endeavour to cross the Channel from Calais to Dover on a cycle of his own invention, which is fitted with large floats worked by pedals.

ACCORDING to recently published statistics, it is safer to be married than single in New York. Of the men arrested during last year 41,834 were married and 75,602 single. The married women arrested numbered 11,449, as against 17,051 unmarried women.

THE COLLAPSE OF A DECCAN MINE.

FULL DETAILS.

A Secunderabad correspondent of the "Pioneer" writing on the 13th instant says:—I returned from Yellandu this morning with complete details of the unfortunate catastrophe, which happened at the Deccan Mining Company's coalfield on Wednesday last. The first indication of things having gone wrong was the sinkage of the line a quarter of a mile from the railway station. The little train was compelled to run at very slow speed, as the rails for a short distance had dipped three inches, and the masonry bridge near the station was damaged by recurring convulsions of the ground, attributed to subterranean disturbances. Shortly after my arrival I was conducted over the colliery and shown the evils these disturbances had wrought. During the last fortnight in different directions the surface of the earth has split open, and there was one fissure which extended for a quarter of a mile and measured a span in some places. The walls of very many buildings scattered within the mining area were cracked and the roofs badly damaged. The railway station building exhibited a series of cracks. While I was going round a tremendous boom was heard in the distance, and a yet louder one five minutes later while the earth quaked below and round us. These noises resembled a heavy cannonade. They indicated a serious agitation below the surface of the earth. The miners explained that the frequent booming was due to collapses within the mines, which have already stopped working. It was really the first signal of the disaster in incline No. 1 on Wednesday last when a terrible report was heard all over Yellandu. The houses were shaken to their foundations, and the earth trembled and cracked. The officials on arrival at the scene saw dense clouds of blinding coal dust issuing from the pit's mouth, and at once realised that an awful catastrophe had occurred. A party of 384 men, women, and children were entombed 1,800 feet away from the pit's mouth. They had been at work below since six o'clock in the morning, and should have returned at two. With commendable promptitude, Mr. Frank Howes, the Colliery Manager, with Mr. Wilkinson, who is in charge of the ill-fated mine, and who had come out of it only a few minutes before the collapse occurred, Mr. Robin, and a host of followers, rushed down the incline at the risk of their lives to rescue the entombed miners. They made every effort to reach the shrieking and frantic sufferers, but could not; the passage was choked by the great blocks of coal which fell from the roofs and pillars. The scene on the other side of the block may be left to the imagination. Two hours later, according to Mr. Howes over 300 broke through the barrier, and managed to crawl out. Relief parties were then formed, and 12 more were rescued in the afternoon. It was impossible to continue the rescue work at night, but the following morning 12 were drawn out and in the afternoon eight women and two men. The latter had been entombed for 36 hours, and were found leaning on each other in the darkness patiently waiting for the end. Yesterday morning a final search party went down the incline and discovered three men lying dead in a heap of debris. It is estimated by the Colliery Manager that 10 have been killed, and nine seriously injured, while three men are missing. Mr. Howes also attributed the disaster to a volcanic eruption which occurred some time ago towards the North, and it is thought that the effects of such an eruption are still being experienced. The survivors declared that a sudden rush of air from the adjacent pit, No. 13, caused the roof and pillars of incline No. 1 to crumble away without the slightest warning, and every light having been extinguished a panic ensued in the awful darkness, about 800 feet below the surface. Mining operations are now almost wholly suspended. It is probable that the incline will be altogether abandoned. No. 13 pit has been at a standstill for the past fortnight. This is the pit which originally gave trouble, and is still continuing to collapse. The conduct of Messrs. Howes, Wilkinson, Collins, Griffiths, Clements, Brookes and Robins, in attempting to break into the dangerous mine and rescue the entombed men, women and children, has induced the Pathan labourers to stand by their post, but there is a gradual exodus of workmen from Yellandu, and I am afraid that work at the Colliery will for some time have to go on with considerably diminished labour. Mr. V. C. Lyon, of Messrs. Pest and Company, Madras, who are agents for the Hyderabad Deccan Mining Company, was on the spot instituting inquiries, and a Native Magistrate from Hyderabad was also present to hold an investigation. Mr. C. B. Dunlop, Chief Engineer, Nizam's Guaranteed State Railway, and Mr. Hoskin, Assistant Locomotive Superintendent, were attending to the railway interests. Lieutenant-Colonel Thompson, I.M.S., Senior Medical Officer in charge of the mines, and Captain Burton, Officiating Railway Magistrate, left for Yellandu last evening. I must add that while I was in the waiting room at Yellandu with several others, a terrific shock from the mines occurred, and all the passengers with the entire railway staff had to fly for their lives. On returning we found the walls of the station buildings dangerously split.

THE WILL OF A WEALTHY BHATTIA.

THE Hon. Mr. Justice Russell, presiding at the High Court, yesterday, delivered judgment in the matter connected with the will of the late Gordhandas Sunderdas Mooljee, a wealthy Bhattia merchant, a member of the firm of Messrs. Mooljee Jaitha and Co., mill owners. Gungabai, widow of Gordhandas, and his executors applied for a probate to which a caveat was filed by Bhugwandas Waljee. The Hon. Mr. Scott and Mr. Raikes, instructed by Messrs. Munsukhlal, Jamsetjee, and Hiralal, appeared for the petitioners, and Mr. Sterling, instructed by Messrs. Dikshit and Dhanjishaw, appeared for the caveator. The petitioners were Gungabai, Jamsetjee Cowasjee Patel, and other executors of the will. It appears that Gordhandas died at Bombay on the 10th October, 1902, leaving property in Bombay and in British India, and having executed a will in Bombay on the 5th October, 1902. The assets were under the value of Rs 32,20,000. The deceased left him surviving as next of kin, his widow Gungabai and his nephew Cursondas Dharamsey, the son of his deceased brother Dharamsey Sunderdas, as a minor living with his mother. Petitioners prayed that probate may be granted to them, having effect throughout British India.

The petition was opposed by Bhagwandas Waljee cousin and co-partner of the deceased in the firm of Mooljee Jaitha and Company, who carried on the business of the firm, since the death of the deceased, as the sole surviving member thereof. In 1899 the caveator was admitted a partner in the firm; and the deceased had promised him that he would increase his share in the firm to three annas in the rupee, but he died before the then ensuing Dewalee, and no provision was made in his will to a like effect. Since the death of the deceased the caveator was the sole surviving member of the firm of Mooljee Jeitha and Co.' and as such he was in possession of the bulk of the estate of the deceased, and was carrying on the firm's business. The caveat was supported on the grounds that the deceased's signature was obtained to the will and the deed-poll when he was not in a sound and disposing state of mind; that he neither read the writings nor were they read over, explained, or interpreted to him before execution; that the declarations of the intentions of the deceased with respect to the firm in the said writings were not his declarations, etc.

Mr. Justice Russell, in delivering judgment, said the onus lay heavily on Mr. Jamsetjee to prove that the testator was of sound disposing mind at the time he executed the will and the deed-poll. The court had to see how far that onus had been discharged. From the evidence, his lordship was satisfied that the will and the deed-poll had been read by the testator before he put his signatures to them, and that they were signed in the presence of Mr. Jamsetjee and his clerk, and that the testator was of sound and disposing mind at the time those documents were executed. His lordship accordingly dismissed the caveat with costs, and ordered the issue of probate to the executors mentioned in the deed, and further held that the deed-poll was not a testamentary document.

Mr. Raikes, on behalf of Gangabai, said that though his client had joined in asking for probate, she reserved her right to certain of the ornaments which formed her stridhan and the other private property which she had not acquired from her husband's money. She further wished to reserve her right for the adoption.

Mr. Justice Russell noted the application, but declined an application made by Mr. Starling for stay of execution of the issue of probate till the filing of an appeal.

BOMBAY CORPORATION.

AN ordinary monthly meeting of the Municipal Corporation was held yesterday in the Corporation Hall, Mr. Fazulbhoy Visram, C.I.E., presiding.

A NEW COUNCILLOR.

The meeting recorded a Government resolution dated 12th instant, appointing Lieutenant-Colonel Porter, R.E., to be a member of the Corporation vice Major Money Shewan, R.E., resigned.

A COUNCILLOR'S RESIGNATION.

The meeting considered a letter from Mr. E. H. Aitken, tendering resignation of his office as a Councillor, as he was leaving Bombay.

The Hon. Mr. Mehta said that Mr. Aitken's services had been most useful to the Corporation, and as a practical man he had been able to make most useful suggestions from time to time.

The letter was recorded.

THE LATE MR. K. M. SHROFF.

The meeting also recorded a letter, dated 12th ultimo, from Mrs. Dhanbai K. M. Shroff, conveying her and her family's sincere thanks for the Corporation's very kind expression of sympathy at her husband's death, and her full appreciation of the feelings which induced the Corporation to adjourn in memory of her late husband.

THE ABANDONED PETIT HALL.

As recommended by the Standing Committee, the meeting gave sanction to the sum of Rs. 1,735-13-10, being the amount of liabilities incurred by the Municipality in connection with the proposed Nasarwanjee Manekjee Petit Public Hall, being adjusted by appropriating the same from the sum of Rs. 1,44,325 provided for by the Loan Works Budget for 1903-04 for the purchase of Government land for the site of the proposed Public Hall.

ADDITIONAL SEATS IN VICTORIA GARDENS.

Dr. Viegas proposed that, as recommended by the Standing Committee, sanction be given to a grant of Rs. 1,250 from surplus cash balance to meet the cost of providing fifty additional benches in the Victoria Gardens. He said he felt sure that the Corporation would approve of the expenditure. It was absolutely necessary to provide more seating accommodation for those who visited the gardens.

Dr. Dinshaw Master, in seconding the proposition, suggested to Dr. Viegas to move the Improvement Trustees to provide more seats on the Kennedy Sea Face. He believed it would be an advantage if the Commissioner arranged for chairs to be placed on parts of the Esplanade, which would be available on payment of a small fee, and be properly looked after.

The sanction applied for by Dr. Viegas was granted.

PROCEEDINGS OF THE IMPROVEMENT TRUST.

The Hon'ble Mr. P. M. Mehta proposed that the letter from the Secretary, Improvement Trust, saying that arrangements had been made to supply 75 copies of the excerpts from the proceedings of the meetings of the Board, free of charge for distribution among the councillors, be recorded. Mr. Mehta hoped the excerpts would be found to contain what were substantially the proceedings of the Board.

Mr. D. E. Watcha said he had compared the excerpts sent to the Corporation with the copies of the proceedings supplied to the members of the Board, and he found that the former were much abridged, as financial and other matters were omitted. Mr. Watcha did not think it fair to the Corporation that such details should be left out.

Mr. P. M. Mehta hoped that Mr. Watcha and the other Corporation representatives on the Board would see in future that the Corporation were supplied with full, not abridged, excerpts.

Mr. Mehta's proposition was then put to the vote and carried.

THE WELL NEAR THE MASONIC HALL

The Corporation considered a notice from the Collector of Bombay, stating that Government intended to take over the well on the public road near the Masonic Hall, which called upon the Corporation, if they had any interest in the well, to appear before the Collector of Bombay on the 24th inst.

After some discussion the Hon. Mr. P. M. Mehta proposed that the Commissioner be authorised to take steps to do what was necessary in the matter. Mr. Mehta said that in their former resolutions the Corporation had done everything in their power to give expression to the views of the Councillors. Mr. Mehta, therefore, considered that under the present notice only legal action could be taken.

It was resolved after further discussion of the matter that the President should be requested to express the hope of the Corporation that Government would see its way not to acquire the site in view of the strong religious feelings existing among members of the Hindu community.

THE LATE MR. CLEVELAND'S LAND AT WORLI.

In a letter of the 4th instant, the Commissioner stated:—"With reference to the resolution of the Corporation, of 23rd October, 1902, sanctioning the revised alignment of the low level channel between Worli Road and the outfall I have the honour to state that the portion of the channel from Worli Road to Cleveland Road passes for the most part through land belonging to Mrs. E. M. Cleveland. A deed of conveyance, dated 9th May 1834, from the Secretary of State for India, and the Trustees of the Port of Bombay conveyed this property to Mr. Henry Cleveland, his heirs and assigns, and provides "inter alia" for the payment to them of certain Bunder fees levied on goods landed on the said property from the existing Worli Creek. As the proposed line of the channel cuts this part of Mrs. Cleveland's property in two, and as the Municipal Solicitors have adviced me that serious complication may arise if the whole of this property be not purchased, I have come to the conclusion that it would be to the interest of the Municipality to purchase the whole of Mrs. Cleveland's property with all her rights under the abovementioned deed of conveyance. The area of this plot of land is 52,000 square yards (inclusive of roads 9,500 square yards) and the average Bunder fees realized for the past several years amount to Rs. 500. The Executive Engineer considers that a sum of Rs. 60,000 is a fair price for the whole plot of land with all Bunder rights. The Standing Committee, under their Resolution of the 3rd instant have approved of a maximum price of Rs. 56,000 being paid for the land together with the Bunder rights attached thereto subject to the Commissioner being satisfied as to the title to the property and to there being no objectionable easements over it. Messrs. Little and Company on behalf of Mrs. Cleveland informs me that she is willing, in order to avoid dispute, to accept this sum on condition that the Corporation approve the purchase within 15 days from 1st June, and that the purchase be completed by the 15th August next."

The proposed purchase was approved by the meeting.

LEAVE TO MUNICIPAL AUDITORS.

The meeting considered a letter from Mr. A. Thomson, Municipal auditor, applying for leave, and a memorandum and a letter on the subject from the Commissioner. The following letter from the solicitors was also considered:

"Referring to yours of the 30th instant, asking for our advice in accordance with the Resolution of the Corporation of the same date on the application of Mr. A. Thomson, Municipal Auditor, to be allowed three months' leave from the 1st April next, and the Chief Accountant's report thereon, we have the honour to state that in our opinion the view expressed by the Chief Accountant in that report is correct, and Section 84 has no application to the Municipal Auditors appointed under Section 133. We are of opinion that the Municipal Auditors are not Municipal Officers or servants within the meaning of Chapter IV, because they are not appointed under any Section contained in that Chapter, and Section 82 (except as is hereinbefore otherwise provided, the power of appointing Municipal Officers and servants shall, subject to the schedule at the time being in force prepared and sanctioned under Section 79, vest in the Commissioner) we think indicates that the Municipal Officers or servants referred to in Section 84 are only those who have been appointed under some preceding section. There appear to be no regulations either in the Municipal Act or in any rules framed under it which provide for granting any leave to a Municipal Auditor or for the performance in the event of his absence of his duties which under Section 133 are to examine and audit the Municipal Accounts from week to week. We are consequently of opinion that it is not competent to the Corporation to grant leave of absence to a Municipal Auditor, the powers of the Corporation being limited to appointing the Auditors for each official year."

The Hon. Mr. Mehta thought that the matter should be cleared up although he was of opinion that the Corporation had power to grant leave to its auditors. He proposed that the communication should be referred for consideration and report to the sub-committee appointed to define rules for and the duties of the auditors.

The proposition was agreed to. The Corporation then adjourned till 3 p.m., on Thursday.

AN earthquake at Woodford, near Melbourne, led to the discovery by four children of a board of sovereigns hidden at the base of a tree. The youngsters filled their pockets with the gold and then went home. Further investigations revealed another hundred sovereigns, making about £200 in all. The money was dated 1892.

BECAUSE a dog in a little mining town in New Jersey went mad and bit all the other little dogs which came in his way, a posse of the most valiant young men in the town sallied out and slew every dog they came across. When the toll of the dead was taken, it was found that no fewer than 500 dogs of all kinds had been killed.

SPORT IN ENGLAND.

YORKSHIRE'S FIRST DEFEAT.

CRICKET AT THE 'VARSITIES.

A GOLF PROBLEM.

LONDON, MAY 29.

NEXT to the death of Arthur Shrewsbury, the defeat of Yorkshire was the cricket sensation of last week. The champion county team have once again fallen victims to Somerset—for the third year in succession. This regular overthrow of Yorkshire by a side which cannot, by any ordinary method of computation, be reckoned its equal in strength or ability, is one of the strangest coincidences in the history of the game. In four years Yorkshire has been beaten only three times in the county championship competition, and each of these defeats has been inflicted by Somerset. When we consider that during this period Yorkshire has played 83 matches, has won 51 and drawn 29, the extraordinary character of this phenomenon becomes apparent. Ardent supporters of Somerset may perhaps be disposed to draw somewhat broad conclusions from this series of victories—such as that Yorkshire cricket is inferior to that of the men of Somerset and that Somerset's chances of gaining the championship are more than usually bright. It must, however, be remembered that of twenty-one matches played between the counties which have been decided, Yorkshire has won fifteen and Somerset six. Moreover, Somerset have yet to meet Hampshire. But while these facts deserve to be kept in mind, full and generous credit must be given to Mr. S. M. J. Wood's gallant team for their brilliant play against the champions. So completely had the earliest stage of the game gone against Yorkshire that the issue was practically settled before Hirst, Tunnicliffe, and Brown, jun., were disabled. Braund, as usual, had bowled out the Yorkshire batsmen for a moderate score, but the turning point of the match came when Mr. H. Martin was missed before he had secured double figures. This mistake cost Yorkshire dear—perhaps the match itself. The accidents to the three Yorkshiremen made defeat inevitable, and Friday night saw the champion county beaten by six wickets. One good effect Yorkshire's overthrow will exert, and that is the investing of the contest for the headship of the counties with increased interest. Yorkshire at the moment occupies sixth place on the championship table, and until Lancashire, Warwickshire, Notts, Somerset, and Sussex have been beaten, must occupy a subordinate position. The struggle during the next week or two will therefore be very keen.

Notts gained a highly creditable and somewhat surprising victory over Kent on Saturday. A small scoring match had left the game slightly in favour of Kent on Friday evening, since Notts with four wickets to fall required 70 runs to win. Against Mr. Bradley's and Blythe's bowling this was no easy task, especially upon an indifferent wicket. But Anthony and G. Gunn, two comparatively new players, batted with such splendid nerve and confidence that they gradually wore down the attack and carried their county to triumph without the loss of another wicket. Anthony made 45 in the first innings and 52 not out in the second. He can hit with tremendous power on occasion, and seems destined to become a most valuable member of the Notts team. Another element in the success of the Midlanders was the fine bowling of John Gunn on Friday. His batting has been consistently good since the season opened, and if he continues to bowl as he did against Kent he will without doubt take rank as one of the best all-round cricketers in the country. Surrey in the meantime are looking up. They defeated Oxford University on Saturday, and their victory was due rather to superior bowling than to better batting. Lockwood and Richardson were seen to great advantage, and their fine efforts are most welcome. With the coming of sunshine and hard, fast wickets there has been a plethora of runs during the past day or two. In the five matches begun on Monday no fewer than fourteen batsmen scored over a hundred, and one of these got within six of the third century. The following figures speak eloquently of the commanding advantage which the batsman holds over the unfortunate bowler under such ideal cricket conditions as have prevailed this week:—

Runs.	Wickets.	Average per Batsman.
5,217	147	35.68

It is hardly to be wondered at that in face of these statistics the bowler should cry aloud for wider wickets. But he has a short memory, for only a week ago he had the batsman at his mercy and he may rest assured that his turn will come again—and perhaps very speedily. Nor has this burst of heavy scoring prevented matches from being finished, for of the five county games begun on Monday three were brought to a definite conclusion, and in two of these the scoring was high. To Notts has fallen the distinction of obtaining the highest total of the season. Their score of 739 for seven wickets will not easily be beaten, though it still falls far short of the 887 obtained by Yorkshire against Warwickshire in 1896. Of the 739 John Gunn made 294, this, curiously enough, being the first occasion on which he has obtained a hundred runs in county cricket. This effort puts the seal on John Gunn's fame as a batsman. He stands in the direct line of succession to William Gunn, who in this match made 139, and to Mr. J. A. Dixon, who also contributed 104 not out. Notts declared their innings closed at the first available opportunity, but a day and a half proved insufficient in which to dismiss Leicestershire twice.

So far, the Oxford and Cambridge teams placed in the field have been purely experimental, of course. With the trial games concluded, however, some idea of who's who can now be permitted. For the first time for many years the Dark Blues appear stronger or at least, more consistent in attack than defence. Such bowlers as Messrs. Evans, Martin, Burn, Henley, Winterbotham, Sandeman, Ernsthausen, Heatcote-Amory, &c., afford an excellent variety, at any rate. There is a good deal of sameness about their deliveries all the same. What is wanted is a fast bowler of the Bosanquet type. The weakest point at present is undoubtedly the batting. Oxford badly needs a couple more really sound batsmen. Another Tip Foster or Plum Warner would be invaluable this season. Further trial is to be given to such tried players as Messrs. Herbert (Notts County), Brownlee (Gloucestershire), Samson (Somersetshire), Craig Graham, and Whiteley. In W. Findlay the Oxonians have probably the finest amateur wicket-keeper in the country just now. By comparison the Cambridge team even thus early, is much more equably constituted. Such men as Messrs. Dowson, Harpert, Eblen, Fry, Wilson, Mann, McDonell, and Roberts from a very powerful batting nucleus. Any one of these is as likely as not to make his century, and all can be relied upon to make runs consistently and freely. Most of the others are good at need with the bat also, as demonstrated in several recent matches. In this department of the game the Light Blues excel at present, while numerous valuable recruits are in reserve—that is, Messrs. Page, Eyre, Lyttelton, Manning, Hirsch, and Hopley, whom most people would like to receive further trial. In Messrs. Fry, Bompas, and Marsh the Cantabs possess a trio of very capable wicket-keepers. As at Oxford, the bowling is somewhat above the average, but very much of a-muchness in style and calibre. Dowson, McDonell, Howard-Smith, and Keigwin can always get wickets; while Roberts, Ebden, Mann, McCorquodale, and numerous others are very useful change bowlers. Immense interest will be taken in the reappearance of P. R. May (the London County and Surrey bowler) in the Yorkshire match next Thursday. He has any amount of pace, with a nasty swerve, and, on 1902 form, should prove most effective on all sorts of wickets.

The character of the Muirfield course, on which we have lately contested our Amateur Championship accentuated more than a little the criticism that has been aimed at the apparent injustice of settling the result of a match after a halved round, by playing an extra hole—or possibly many extra holes: going on, in fact, till one or other player wins one. A suggestion was made by one of those who object particularly to this mode of deciding a halved contest, that if it should happen to him to halve his round with an opponent who was of his own way of thinking on the subject, they would go on, by mutual arrangement having hole after hole for the remainder of the Championship week. Obviously the tournament could not progress until these two had returned one or other of themselves as winner of their heat. They might go on playing until all the rest of the competitors had grown tired of waiting and had scattered to the four quarters of the globe whence they came, leaving these two obstructives to pass into the final tie in default of competitors, when perhaps they might play off in grim earnest for the Championship title. Such a means at least was suggested as a method of reducing the whole thing to an absurdity. Probably before the final stage was reached one or both of the obstructives would have died of boredom, or one of the other competitors would have borrowed a gun and peppered them with small shot from the shelter of a bunker, to render them incapable of further vexation; but at all events the notion is a pleasant one even if it never takes shape. The general objection that people level against the plan in vogue is that it is unfair that a match which has ended square after eighteen holes played should be left to the decision of one extra hole only (supposing that one player or the other happens to win the first hole). To be sure, that has an appearance of hardship, of injustice, or, rather, of leaving too much to chance, on the first glance. But a little further consideration disposes of that difficulty. It never has happened to strike anyone as cryingly unfair that after two men have played seventeen holes and ended all even on them the result of the whole match should depend on the decision of the eighteenth hole.

That never has struck anybody as a hardship or injustice. And yet the case is almost identical with the other. It makes not much odds, from the point of view of the argument, whether two men have come out all even at the end of seventeen holes and settle the match at the eighteenth, or have been all even at the end of eighteen and settle differences at the nineteenth. That way of looking at the point shows quite clearly that the difficulty is only a fanciful one; that it is suggested by the habit we have fallen into of regarding eighteen holes, or one round, as the normal term of a match. There is no substance in the difficulty. It vanishes like a ghost when we meet it with the right kind of incantation—that is to say, with a grain of common-sense. But the reason that this difficulty, though it was only an imaginary one, was accentuated by the recent condition of things at Muirfield lies in the character of the first hole on that course. Being the first hole, it becomes, by natural sequence, after a halved round, the nineteenth hole also. And it is a very quaint hole indeed. A drive will reach it—a moderate drive on a calm day. That in itself puts it altogether out of the category of good finishing holes. The theory of the last hole is that it should give a man a chance. It ought to be difficult enough to give the man who plays it better a distinct advantage, so that he may retrieve a failing fortune. Certainly it is not to be said of the first hole, or the nineteenth, at Muirfield that it does not give a man a chance. It gives him too many chances. It is all chances. That is the trouble about it. It gives no fair advantage to good play at all. Of course an absolutely perfect shot goes close to the hole. So far, that is all right. But then very few shots are perfect, especially to the nineteenth hole after a halved round. It is too much to ask perfection under such circumstances.

The angler who has not seen the peal from the Galway bridge has yet something to learn. About the end of May, or the beginning of June, the peal begin to run up the river, and by the middle of the month the short stretch of water from the bridge to the salmon ladder which leads up to Lough Corrib is literally thick with fish. A favourable fishing day is when the "horseshoe" (the local name for five or six big stones near the top of the water), is just showing, for then the fish are scattered more over the river bed, and not driven into the deeper pools, as is the case when the water is lower. If you are in for a day's fishing at Galway, you will cross the bridge to the path on the right bank, from whence you will try your first cast. Just look over the parapet into the stream below. At first you will see nothing owing to the glint of the water, but as your eyes become accustomed to the glare and the ripple you will distinguish the fish. You will see them lying on the bottom of the river, marshalled like a regiment of soldiers advancing in open order to the attack. Here and there there will be six or seven in a line, a bit to the right another three, and on the left front other two, and each one keeping in its place by a slow rhythmic movement of its tail. You cannot count them. You may get into the second hundred but by that time your eyes are tired and your head dizzy. On the bank these fish are all silver, but seen through the water they are mostly black, though some are red, red as an old cock fish that has been in the fresh water from spring to autumn. You can mark, too, where these fish have escaped the clutches of the sea-otter, for many of them show the teeth marks on the back and fins. Seeing these fish for the first time, you would think that any duffer might catch them, and one of those rare favourable days when fortune is on the side of the angler a dozen fish, averaging about six pounds each, may be caught, but those favourable days are not always. As you lean over the bridge you notice an angler fishing down from the right bank towards you. Watch the fly as it strikes the water and comes round over the heads of those lines of fish. It was a good cast, and the fly fishes well from the very moment it touches the water. You will notice a little quickening of the movement of the tail and fins as the fly passes over the fish, and perhaps one more inquisitive than the rest will swing out of line, and follow the fly round to the bank, and then drop down into the deeper water, but it was not a taking fish. Another cast a couple of yards lower down, and suddenly up comes a fish in that steady business-like manner that is worth all the dash-and-splash rises in the river. You look at the fisherman, and see him strike the barb home and then watch the battle between fish and man. All wayfarers look over the bridge as they pass and if a fish is hooked, wait to see the result, and incidentally to shout out advice to the fisherman.

LOANS TO AGRICULTURISTS.

Good progress has been made in the Central Provinces, says a Government resolution, in the work of unravelling the various loan accounts from the confusion into which a succession of large advances hurriedly made during the recent famines had reduced them, and in consolidating them and clearing them of irrecoverable balances. The work is practically finished in the Jubbulpore Division. It has been begun in the Nerbudda and Nagpur Divisions. It also made excellent progress in the Chhattisgarh Division, where unfortunately further consideration will be necessary in view of the failure of the last kharif crops. It is practically certain that further extensive remissions of outstanding loans will be called for in Balaghat, Bhandara, Raipur, and, perhaps, in other districts. It is to be hoped that in the current year much of the outstandings in the Nerbudda and Jubbulpore Divisions will be recovered.

There is an almost unanimous opinion as to the advantages of the system of making loans on joint responsibility, which seems to have succeeded wherever it has had a fair trial. The Officiating Chief Commissioner is satisfied that it possesses decided advantages not only from the point of view of simplicity of accounts and convenience of collection, but also because it acts as a deterrent to applications for loans except when they are really wanted. Mr. Hewett agrees with the Commissioner of the Nerbudda Division that Government should not attempt the impossible task of replacing the private money-lender in ordinary years, and should reserve its resources for seasons of exceptional calamity when private capital shows signs of exhaustion. Similarly, he agrees with the Commissioner of the Jubbulpore Division that the principle of joint responsibility should be strictly enforced, at any rate, as soon as a measure of prosperity has been re-established, with a view of deterring future applications for loans when they are not really needed.

ADVICE TO MOTHERS!—Are you broken in your rest by a sick child suffering with the pain of cutting teeth? Go at once to a chemist and get a bottle of Mrs. Winslow's Soothing Syrup. It will relieve the poor sufferer immediately. It is perfectly harmless and pleasant to taste, it produces natural, quiet sleep by relieving the child from pain and the little cherub awakes as "bright as a button." It soothes the child, softens the gums, allays pain, relieves wind, regulates the bowels, and is the best known remedy for dysentery and diarrhoea, whether arising from teething or other causes. Mrs. Winslow's Soothing Syrup is sold by Medicine dealers everywhere.

THE DISASTER AT THE MARKET.

CORONER'S INQUIRY.

EVIDENCE OF THE MISTRY.

AT the Esplanade Police Court, yesterday morning, Mr. P. Byrne, the Coroner for Bombay, resumed the adjourned inquiry regarding the deaths of Corporal Thomas Russell; Jacob Jacobson, a Norwegian seaman; Ruttonjee Pestonjee Ichhaporia, a Parsee, and Mahomed Oomer, a Mahomedan hawker, all of whom were killed by the collapse of a portion of the Sittaram Buildings near the Crawford Markets, on the night of Sunday, the 31st May. Mr. Nicholson, the Public Prosecutor, assisted by Superintendents Sanderson and Sloane, appeared to watch the inquiry on behalf of Government; Mr. Crawford, of Messrs. Crawford, Brown and Co., solicitors, appeared to watch on behalf of the Municipality; and Mr. Moos, of Messrs. Payne and Co., solicitors, with Mr. D. Gostling appeared to watch on behalf of Mr. Sittaram Luxmon, the owner of the buildings. Lieutenant L. V. Roche, R. A., was present on behalf of the deceased Corporal Thomas Russell. Mr. Cardale, of Messrs. Crawford, Brown and Co., Solicitors, watched the proceedings on behalf of the City Improvement Trust. Mr. H. V. R. Kemball, Executive Engineer, Bombay Presidency, Mr. John Begg, Consulting Architect to Government, and Mr. Ibrahim Ahmedi, Engineer to the Trust, were also present.

THE MISTRY.

Judah Shalom, the mistry, further examined by Mr. Nicholson, said the joists on the first and second floors were 7 inches by 3 inches, and those on the third and fourth floors were 7 inches by 2 1-2 inches. The space between the joists was 15 inches from centre to centre. It was the same on all the floors. The length of the joists was 11 feet. The joists as well as the planking was of teak wood. The planking was one inch thick. Witness was then shown the working plan, marked Exhibit J, which, he said on the last occasion, he handed over to Mr. Mirza about four or five months ago. Continuing, witness said this was the plan he used when the foundation of the southern portion of the block D was started.

Mr. Nicholson: You had no plans for the first, second and third floors?

Witness: No.

Beyond the elevation plan you had no plans for the first, second, and third floors?—No.

This is in fact the amended plan showing the staircase removed from its original position?—Yes.

The original staircase was to be at the south end of the building?—Yes.

In the amended plan the staircase has been removed to be east?—Yes.

Is it not the fact that this plan was handed back to Mr. Mirza, because the cook-room was to be arranged for?—Yes.

There was a cook-room on the north side of the block D on the first floor?—Yes.

Were the cook-rooms on the second and third floors on the same side?—Yes.

Was it for that purpose that the plan was handed over to Mr. Mirza?—Yes.

At that time the foundation had been laid?—Not only was the foundation laid, but the first and second floors had also been raised.

I suppose you know that the original plan submitted to the Improvement Trust and the Municipality and approved by them, showed the roof of the third floor on the south side of the block D to be an open terrace?—Yes.

The Ex. H.2 is the original plan of the south elevation approved by the Municipality and the Improvement Trust?—I cannot say with certainty, but some such four plans were received.

That plan showed the ground-floor and two upper floors?—Yes.

At the top of the upper-floor was a terrace?—Yes.

After that the design was amended?—Yes.

And this plan (Ex. H 14 shown to the witness) shows how it was amended?—Yes.

Under this amended plan there was to be a ground floor and three upper floors?—Yes.

And an open terrace on the top of the upper floor?—Yes.

Do you know if that plan (Ex. H 14) was sanctioned by the Municipality?—I do not know. Mr. Sittaram gave it to me.

Do you know if it was approved by the Improvement Trust?—No, I do not.

As a matter of fact, as built, the fourth floor was built on half of the terrace?—Yes.

Instead of having an open terrace on the top of the third floor as designed, you have half a terrace and a half room on the fourth floor?—Yes.

Who designed that building at the fourth floor?—Nobody.

Witness added that there was a roof on the east side, and another on the west, and between them he built a roof. The latter was built not only from roof to roof, but it actually projected forward half way on the terrace.

Do you know what were the dimensions of the staircase portion of the D block as originally designed?—I know only that a staircase was to be erected.

You did not see the original plan?—I did.

You do not know the dimension given in it?—It was not used at all.

Witness was then shown a plan, which, he said, appeared like one of the original plans of the block D. It was put in and marked Ex. K.

Mr. Nicholson: This plan shows that the dimension of the original staircase was 15 by 16 feet?

Witness: It may be.

The plan was subsequently amended by removing the staircase?—Yes.

Witness was then shown another plan, which, he said was the revised plan of block D. It was put in and marked Ex. L.

Mr. Nicholson: This revised plan was submitted to the Municipality?

Witness: Yes.

In it the staircase was removed to the east, and in its place a room was designed?—Yes.

According to the plan what were to be the dimensions of the room?—18 feet by 19.

As an actual fact what were the dimensions of the room?—19 feet by 20.

Who authorised the alteration from 18 by 19 to 19 by 20?—Mr. Sittaram.

What did he say to you?—He said: "Dimensions are 18 by 19; increase them by one foot if you can."

When did he say that to you?—After the foundation was completed and the plinth was being raised.

Did he say why he wanted it larger?—No.

What were the outside dimensions of the foundation?—7 feet 6 deep and 4 feet wide.

In increasing the dimensions you carried out the orders of Mr. Sittaram?—Yes.

Did any body from the Municipality or the Improvement Trust make any objection?—No. A Municipal surveyor used to come and take measurements.

He did not make any objection to you?—No.

Did you make this plan (shown)?—Yes.

The plan was put in and marked Ex. M.

It was made by you?—Yes.

How long ago?—A few days after the plan Ex. J. was sent away to Mr. Mirza's Office. Mr. Mirza told me to get such a plan made first, so that he might arrange for a cook-room.

This plan shows the dimensions of the room to be 1 feet by 20?—Yes.

Did you point that out to Mr. Mirza?—Yes.

How long ago was it?—About three or four months ago.

The first and second floors were completed then?—Yes.

Was the third floor building?—A little work was going on.

Before you took this plan to Mr. Mirza, did you ever tell him that the dimensions of the room were to be enlarged?—Yes.

Are you sure you told him so?—Yes, I am sure. I told him of the alteration when the foundation was completed.

That was before the dimensions of the beams were given?—Yes.

Did he approve of it or say anything?—He said nothing.

This is another sketch (Ex. N.) you made for Mr. Mirza's information?—Yes. He told me to bring the dimensions.

It relates to the cook-house?—Yes.

These two plans (Ex. M. and Ex. N.) were made by you for Mr. Mirza's information?—Yes.

They were given about three or four months ago?—Yes.

Did you ever during the construction of the block D see the roof plan?—No, it is in Mr. Mirza's office.

Did you ever work on it?—I had worked according to it.

What? From memory?—Yes.

Did you take a copy of any plan from Mr. Mirza's office?—No.

How many times you saw it?—Five or six times.

Did you remember all the details?—Yes.

Why did you not take it from Mr. Mirza's office?—Because it was not complete.

How was it incomplete?—Because the roof over half the terrace was not in it.

Was it the only reason why you did not take the plan away?—Yes.

Who designed the roof?—I designed it.

Did you design the window, and the doors, and the thickness of the walls?—No, Mr. Mirza gave the dimensions.

Did you design the little room on the fourth floor?—Yes, I did it on the model of the rest of the building.

Did you show any drawing to Mr. Mirza of the room?—No.

Then how did you expect him to make a room when you did not give him any dimensions?—He knew the dimensions.

How?—Because the whole plan was of his making.

Did Mr. Mirza give dimensions of this room in any plan?—No.

What were the interior dimensions of the room on different floors?—19 feet by 20 on the ground floor? 20 feet by 20 1-2 on the first and second floors; 20 1-4 feet by 21 on the third and fourth floors.

Which way did the beams run?—From east to west.

What are their interior dimensions?—19 feet on the ground-floor; 20 feet on the first and second floors; and 20 feet 3 inches on the third floor.

In every case did the joist meet in the centre of the beam on each floor?—Yes.

The joists on the first floor have been ground into the beam?—Yes.

Do they meet at the top over that?—Yes.

How were the joists on the third floor fitted to the third floor beam? How were they fastened?—They were fastened with nails.

Does that apply to all the floors?—Yes.

Mr. Crawford: I refer you now to the small room on the half terrace: How long the work of building it had commenced before the building collapsed? Was not the work commenced only a few days before the collapse?—Witness: Yes, the work had commenced ten or fifteen days before the collapse.

Now you have been just asked about the increase in the dimensions of the room on the ground floor from 18 by 19 to 19 by 20: Were the foundations so designed as to suit the increased dimensions of the room?—Yes. The dimensions were increased before the foundations were filled in.

Foreman of the Jury: Who gave you orders for building the Porbunder stone wall that fell and the walls to the side of it? Witness: Mr. Sittaram, the owner.

Were all these walls built at the same time?—Yes.

Did it not occur to you that placing the Porbunder stone wall without banding it to the side walls was like placing an unconnected plank against the side walls?—No, I it did not occur to me.

Did it not occur to you that ramming the terrace roof concrete would have the effect of pushing out Porbunder stones?—No, it did not occur to me to be so.

Did it not occur to you if ramming pressed the concrete round on all sides as well as downwards?—No, it did not occur to me.

The joists rested three inches on the middle of the beam supporting the terrace?—Yes.

Did you notice after the collapse that the beam remaining on the fourth floor was good deal sagged and also that the bricks gaped somewhat near the centre of the beam?—Yes, I have noticed that.

I saw this morning that the wall in the fourth storey had been removed: By whose order has it been removed?—By order of Mr. Sittaram.

Why did he cause it to be removed?—Because he had received many letters from the Commissioner of Police and the Municipality to pull down the portions in imminent danger of falling.

If the weight of the terrace roof had been upon it, would it not have sagged still more?—Yes. I think so.

Does it not occur to you that it was likely that the ramming forced out the south Porbunder stone wall and that had the effect of taking the joists off their bearing on the beam?—No, it does not occur to me, because I was there till 6-30 p. m. on the 31st ultimo, and I noticed no cleft in the south wall or the side walls or in the joining between them, which I should have noticed had it been present.

The Coroner: Was the Porbunder stone wall joined to the side walls at all?—No. It was mortared to the side walls, which was the only banding.

Foreman of the jury:—Are you responsible for the preparation of the mortar used in it?—Yes.

What proportion of lime and sand were used in it?—In equal proportions: six inches of lime and six inches of sand.

Mr. D. N. Mirza asked the Coroner for permission to put a few questions to the witness.

The Coroner granted the permission,

Mr. Mirza: Did you mention to any one after the collapse that it was Mr. Sittaram who gave you the sizes of the timber used in the building?

Witness: I have not made any such statement to any one.

Did you not make a statement to Mr. Sloane that the size of the timber had been given to you *by* Mr. Sittaram?—No.

Mr. Mirza: I request the police to produce any statement that the witness might have made to them. If the statement was forthcoming then I will not examine the witness further.

Mr. Nicholson: There is nothing in writing with the police.

The Coroner: The proper course for Mr. Mirza is to question Mr. Sloane when he gives his evidence.

Mr. Nicholson: Had you any occasion to go into the room on the third floor of the building on Sunday, the 31st May last?—Yes.

Did you then notice the beam on the fourth floor?—Yes.

Why did you look at it?—Because it is my duty to go round the place where the workmen were at work.

Were the women then pounding upstairs above you on the fourth floor terrace?—Yes.

Did you then notice any sagging of the beam?—No.

Can you say that there was no sagging of the beam?—No.

Did you notice if the joists had slipped at all?—No.

Did you actually go on the terrace at 6-30 p.m. on that day?—Yes. Mr. Sittaram was also there.

How were the balconies on the second and third floors supported?—They were supported by two beams, one on each side, protruding four feet out and one foot and a half buried in the wall.

Foreman of the jury: Were the joists of the balconies extended from the inside floor or were they separate pieces of wood fastened in the wall?

Witness: They were not the continuation of the joists of the inside room.—They were separate pieces.

The Coroner: How were the joists on the third floor fitted into the side walls?

The Witness: On the wall plates, just the same on the other floors.

Mr. Nicholson: Are you aware of the Municipal Rules relating to buildings?—Yes, I know some of them.

Do you know that there is a rule that every wall of a building which is at an angle with another wall should be properly bonded together?—Yes, I know of such a rule.

That rule has been infringed with regard to the building of the Porbunder stone wall on the third storey of the building?—Yes.

Did you call Mr. Sittaram's attention to that fact?—I did not.

Do you know if Mr. Sittaram knew that this Porbunder stone wall had not been bonded to the side walls?—He may be knowing, I don't know.

Did you consult with Mr. Sittaram and take his directions as to how the Porbunder stone wall was to be built?—Yes. I did.

Whether it was your idea or his that there should be pillars on each side?—There was a masonry contractor named Kaba Keshav, and it was his idea to build pillars on each side.

Did he explain to you that on account of the pillars the Porbunder stone wall would not be bonded to the side walls?—He did not say that the wall should not be bonded.

Tell us then what his idea was?—He did not say anything, Mr. Sittaram told him in my presence that he wanted Porbunder stone wall.

Did Mr. Sittaram give him an idea or entirely left it to him?—He left it entirely to him.

Do you consider yourself entirely responsible for the Porbunder wall?—No.

Did you in any way warn Mr. Sittaram or Tatia for having a Porbunder stone wall of that description?—No.

Do you know the dimensions of the Porbunder wall?—Yes, fifteen inches in thickness, 22 feet in outside length, and twelve feet and a quarter in height up to the cornice level.

How long did you take to build the Porbunder stone wall?—About fifteen days.

During that period did any Municipal surveyor come and look at it?—They might have come. The Improvement Trust Surveyor might have also come.

Did he look at the Porbunder stone wall?—Not in my presence.

Which was built first, the Porbunder wall or the side walls?—All walls were built at the same time.

A Juror: Do you think that sufficient Municipal supervision had been given to the building during its construction to ensure its safety?

The witness: It was sufficient.

The Coroner: How many buildings have you built in Bombay besides the alterations to the Government House and the building that has collapsed?

The witness: I have built many buildings in Bombay.

Were you as a mistry responsible for those buildings?—Yes.

How many do you suppose you have built?—Five or six.

In how many years?—Two years before I was employed at the Government House, I built Mr. Rustomjee Patel's bungalow at Cumballa Hill. I was contractor's mistry there.

Were they all such large buildings?—Yes.

Were you the man in charge of the whole construction?—No, engineers used to give plans.

But were you responsible for constructing according to the plans?—The contractor was responsible for the construction and I was his mistry. I carried out his orders. I consulted him in matters of difficulty.

Do you consider in this particular instance that Mr. Sittaram is in the same position as the contractor was in reference to the building you have mentioned?—How can I say this.

Does he bear the same relation to you in this instance as the contractor did in the other?—Yes.

That is to say you are to consult in matters of difficulty?—Yes.

The witness here identified Kaba Keshav.

A Juror: Were any precautions taken in regard to the nearness of the monsoon?

The witness: No, I did not expect that it would rain. It was not then the time for rain.

The inquiry was adjourned till this morning in the Court of the Chief Presidency Magistrate at the Esplanade Police Court.

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THE SIND-PUNJAB TRANSFER.

A KARACHI VIEW.

THE union of Sind with the Punjab is a question that has excited much interest in the past, more especially in Karachi which, through its large mercantile interests, may be said to dictate the commercial policy of the Province of Sind. The question has cropped up again lately, in connection with the severing of the Frontier Provinces from the Punjab and the suggested assumption of the control of the Berar Districts by the Bombay Government. In many well-informed quarters it is asserted that the transfer is merely a matter of time. It is, however, highly probable that the wish is farther to the thought, for the date mentioned was April 1st, and as that date has passed without any official pronouncement on the subject, it is not unreasonable, to suppose that the question is, once more, merely under discussion, which is very far removed from any definite steps being taken. As Karachi is so vitally interested in this matter, it is proposed to consider in this article the advantages or otherwise of a change in Government from a Karachi point of view. Its interest is essentially a commercial one, so it will not be necessary to discuss any but commercial considerations.

The question at once arises, Would Karachi benefit commercially from the change, and is it able to take full advantage of the benefit it obtains? The optimist replying to this declares, without hesitation, that the benefit accruing from the change will be immediate and certain. He uses all the time-worn platitudes to support his argument, triumphantly pointing out that Karachi is geographically the port of the Punjab, that it is the port of the future, and as a final point he emphatically affirms that, once removed from the disadvantage of being the second port in the Province of Bombay, it will take its place as the premier port of the East. Maps showing the central and prominent position of Karachi: trade statistics showing the large wheat shipments as compared with Bombay and Calcutta, and numerous other evidences of the great potentialities of the capital of Sind, are all brought forward and hurled at the head of any one who ventures to doubt if these things really affect the question to any great extent.

"Karachi is the port of the Punjab!" Nobody denies it, and on page 20 of the official report of the Administration of the Punjab for the year 1902 the fact is officially recognised. And if further evidence be required, it can be found in the official return of the imports into Sind from the Punjab. Nearly forty per cent. is the proportion that Sind receives, and it is not unreasonable to suppose that in this case Sind means Karachi New, 40 per cent. is a considerable share of the exports of the Punjab and it certainly seems to point out that Karachi is the natural outlet for Punjab produce. But all this happens while Karachi is under the Government of Bombay, and we fail to see how the mere fact of change would materially increase the trade.

"Karachi is the port of the future!" But it has been the port of the future for the last 15 years, continues to be now and probably will be 15 years hence unless the Punjab Government can hasten the dawn of that prosperous era when Karachi will take its place as the premier port of the East. So far as the port itself is concerned therefore, there seems no particular advantage to be gained in a change of Governments,

But the mention of Bombay leads to an enquiry into the relations between the two ports, and by so doing, one is no longer surprised at the support accorded by Karachi to any scheme whose object is to effect a transfer of Sind to the Punjab. The envy, hatred, malice, and every form and condition of uncharitableness displayed by Bombay toward Karachi is notorious, and shows plainly to the initiated that Bombay fears the day when Karachi will be released from the rather too strict discipline the older port has inflicted. So here, and here alone, we have the secret of the dogged determination that has been displayed to change Governments, for as long as Bombay is the head-quarters of the Government of the Presidency, and as long as that Government, influenced by the jealous counsels of the port of Bombay, can put a decided veto on anything that tends to the improvement of Karachi, so long will the latter continue to occupy the very unenviable position of second fiddle in an orchestra that only boasts of two instrument.

It is apparent to any one who studies the map that the populous and large trading districts round Delhi and Agra are considerably nearer to Karachi than to Bombay, and every reasoning mind will conceive that the shorter the distance goods have to travel, the lower should be the freight charged for such goods. But what do we find? Notwithstanding the shorter distance goods are charged the same freight to Karachi as to Bombay, owing doubtless, to the control of the Rajputana-Malwa Railway being vested in Bombay hands, and by diverting traffic as much as possible to Bombay, a better and more varied assortment of freight can be offered to homeward-bound steamers, thus ensuring that freights from Bombay to Europe are, as a rule, from 1s. to 1s. 6d. cheaper than from Karachi, which has only its wheat, and a comparatively small quantity of cotton, wool and seeds to offer. This seems detrimental enough to Karachi interests but the evil does not end here. Owing to large number of steamers drawn to Bombay it is extremely difficult to obtain direct regular freight for Karachi, which entails that a great proportion of the imports for that port come via Bombay, causing considerable delay and expense. So, thanks to the control Bombay has of the hinterland railway systems which feed both ports, Karachi has not only to pay enhanced freight for exports, but also for imports as well. Repeated representations of the injustice of this have been made to the Government of Bombay but hitherto without any result, and it is impossible to ignore the fact that Bombay is materially benefitted thereby, so the conclusion is forced upon us that the Government of Bombay prefers to encourage the trade of Bombay to the detriment of Karachi, and it is here principally that a friendly Government can do so much for Karachi, by wresting this control from the hands that wield it so beneficially for Bombay. Up to now all that it is possible to do unaided, has been done, and it is a well known fact that work done on steamers in Karachi compares very favourably with work done in Bombay, and there is every reason to believe that the determination arrived at by the latter port to extend and improve their docks and harbour works is caused to no small extent by the better facilities offered to steamers in Karachi.

In spite, however, of the unfortunate fact that nearly all mercantile offices in Karachi are junior to the branches established in Bombay, there are a few public-spirited men who wage ceaseless war against the tyranny that oppresses them, and it is they who are always bringing up the question of a transfer of Government, and who long for the day when an official decision will put Sind under the protection of a Government whose interests are the same, and to whom it can appeal for help in its struggle for existence, with a reasonable expectation of obtaining it.

The question as to whether Karachi can take full advantage of any benefit which may accrue from a change of Government can, we think, be answered in the affirmative. The trade of the port for the last five years averages nearly 18 crores rupees annually, and the figures for 1902 show Rs. 20,80,08,853, or 2 crores rupees above the average, but in spite of this considerable increase of trade the working of the port has been on the whole satisfactory, and this without any material improvements being made to meet the increase. And should the transfer of Government take place, and cause a much larger volume of trade to flow through Karachi, it would probably be quite capable of coping with such increase which after all would only come by degrees.

This seems a somewhat rash statement in view of the present state of Keamari, for though the general result is good enough, in the busy season work has to be carried on at high pressure, in order not to delay vessels loading at the wharves; but even now the Port Trustees have under consideration a scheme which, by enlarging and to some extent rebuilding Keamari, will enable Karachi to look upon a large expansion of its present trade, unmarred by the fear lest the increase should rob the port of its well earned reputation as one of the best and quickest despatching ports in the East.

Many famous authorities have pronounced in favour of the Sind-Punjab scheme of Government. As long ago as 1853 it was clearly seen that the union was only natural, and as late as April 23rd of this year, the occasion being the lecture by Mr H. M. Birdwood on "The Province of Sind," before the Indian section of the Society of Arts, Mr. E. Benedict, remarking on the lecture, spoke as follows:—"Karachi is the port of India by geographical position, but so long as it remained under the Bombay Government it would never be properly developed (cheers). It was very natural that Bombay should look to its own interests first and that there should be a certain amount of jealousy with regard to Karachi," And though it may be natural for Bombay to be jealous of Karachi, it is equally natural that Karachi, should do its best to shake off the control that is not only irksome, but which, by stifling all ambition and obstructing the whole progressive policy of Karachi, renders it impossible for the port to flourish, as it ought to do as it surely will do, from the day the Bombay Presidency can claim it no more.—"C. and M. Gazette."

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BUDDHIST RIOTS AT ANURADHAPURA.

WRECKING THE ROMAN CATHOLIC CHURCH.

THE MEAT MARKET DESTROYED.

THE dissatisfaction of the Buddhists over the Anuradhapura sacred sites question became acute over the alleged removal of ancient Buddhist pillars for mending roads. People were more or less in an excitable state and, unfortunately, Mudaliyar Amarasekera, when riding through the roads which were crowded with pilgrims, accidentally rode over a woman. This set matters aflame, and the Roman Catholic Mission and the meat stall—an abomination to the Buddhists—were the sufferers. The church of the former, the mission house and school-room, were wrecked and burnt; the meat stall and the flower garden, which had been laid out by Government opposite the Bo-tree temple, were destroyed. The Office Assistant to the Government Agent and the Police Magistrate are doing everything possible to quell the disturbance. The Buddhist priests, Ratwatte Ratemahatmaya, and Mr. Harischandra, secretary of the local society interested in the sacred land question, ultimately succeeded in producing a lull by nightfall. A great loss to property has been caused, and the pilgrims are leaving in large numbers. The police were hopelessly inadequate.

AT THE SECRETARIAT.

Our representative made inquiries at the Secretariat this morning and learned that an official telegram had been received from Anuradhapura: but it did not contain any details, for, said Mr. Cumberland, "All I know is that there has been a riot there. Very likely the information has been sent direct to Mr. L. W. Booth, G.A. of the North-Central Province—who has been at Kandy—and the Colonial Secretary."

IN COLOMBO BUDDHIST CIRCLES.

The riot at Anuradhapura has taken Colombo Buddhists by surprise. Such an outbreak as that reported has never occurred within the memory of the present generation, said one of them; and it is impossible to account for it on the simple grounds of an accident. It was pointed out that the great pilgrimage season at Anuradhapura is now at its height. The visits to the Sacred Maha Bodhi begin with the Wesak which was celebrated in Colombo a short time ago as a public holiday; and yesterday was a great festival day at the Sacred City. Mr. D B, Jayatilaka, vice-principal of Ananda College and a leading Buddhist, when seen this morning, recovered the ground of the feeling that had been caused within the last year or two by Government claiming as their property certain Temple land and removing the stones belonging to one of the ruins in Anuradhapura. This step had been taken, he said, by the Public Works Department, and the Buddhist priests had obtained an injunction, but, so far as he (Mr. Jayatilaka) understood, Mr. Bell, of the Archaeological Department, had on his own responsibility nullified the injunction, and the work—a work of spoliation, the Buddhists thought—had proceeded. This feeling, said Mr. Jayatilaka, might have been a contributing cause to the unfortunate riot, along with the accident alleged to have been caused by the Mudaliyar. At the same time, Buddhists in Colombo looked upon the outbreak as most unfortunate, and particularly as Roman Catholic property, when Roman Catholics were absolutely blameless, had come in for rough handling. He did not wish it to be assumed that the Buddhist authorities had any sympathy with the riot; quite the reverse. He thought the outbreak might be attributed to temporary excitement amongst the riff-raff which always congregates near the scene of the great pilgrimage; and following upon some unpleasant memories, together with the accident to the woman, these irresponsible lookers-on must have got out of control.—"Times of Ceylon." (June 9).

COTTON COOLIES AND THE POLICE.

STRONG REMARKS BY THE MAGISTRATE.

AT the Esplanade Police Court, yesterday before, Mr. Karsondas Chhabildas, Third Presidency Magistrate, Krishna Savalia and 11 other labourers were charged with causing obstruction on a public road, Mr. Velinker, pleader, defended the accused. Evidence showed that on the 7th instant the accused caused obstruction on the Colaba Causeway while pulling up bales of cotton to the floor of a godown situate in a lane opening on the road. The defence was that the lane in which the godown was situated was a private road, and was about 80 feet long. The godown in question was about 65 feet distant from the public thoroughfare, while the height to which the bales are being pulled up was hardly 50 feet. It was, therefore, impossible for the accused to go out of the lane on to the public road and cause obstruction. The Magistrate said:—"I am glad that on the application of the accuseds' counsel I visited the godown where the cotton bales were stocked, for I am almost certain that if I had not visited it I should have been guilty of convicting twelve innocent persons. I am glad that the Inspector was present when I inspected the godown and ordered a bale to be pulled up, so that I might see if it was necessary for the accused to go as far as the tram lines or rather beyond it as the witnesses have deposed, and thus cause obstruction as alleged by the prosecution witnesses. Having inspected the godown, and having actually got a bale pulled up in the same manner in which it was alleged to have been done by the accused, I have not the least hesitation in coming to the conclusion that p. c. 1908 A, p. c. 571 A, and p. c. 141. A. have deliberately perjured themselves before this Court. The whole story put forward by them is false on the face of it. Why they have so perjured themselves it is difficult to say in the absence of evidence, but I am sure there must be some latent motive for this prosecution, which has caused unnecessary annoyance and expense to the accused as well as to their employers. Prosecutions of this nature are likely to bring good deal of hardship to the employers of labour at Colaba, who must be protected from unnecessary annoyance and harassment at the hands of persons like p. c. 1908 A, p. c. 574 A, and p. c. 141 A. The conduct of all these three witnesses should be brought to the notice of the Commissioner of Police for dealing with them in any manner he considers fit. In my opinion they deserve to be severely dealt with for having told deliberate falsehoods before they had attempted to throw dust in my eyes. I order all the accused to be acquitted.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, June 13.)

HOME DEPARTMENT.

Mr R Greeven I C S is placed on special duty under the Home Dept of the Govt of India with effect from the 1st June 1903.

Capt F N Windsor M B Indian Medical Service (Bengal) was employed as a probationer in the Chemical Examiners' Dept from the 20th to the 23rd April 1903. He is appointed to officiate as Chemical Examiner and Professor of Chemistry in the Medical College, Lahore, with effect from the 24th April 1903 during the absence on deputation of Lieut Col D St J D Grant M B Indian Medical Service (Bengal) or until further orders.

The services of Lieut Col H B Thornhill Cantt Magte Bareilly are replaced at the disposal of H E the Comdr in Chief in India.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Mr G T Walker M A who has been appointed by H M's Secy of State for India as Special Asst to the Meteorological Reporter to the Govt of India and Director Genl of Indian Observatories joined his appointment on the forenoon of the 1st June 1903.

Mr J A McKee Consvr of Forests 1st grade United Provinces is granted privilege leave for three months with effect from the 28th May 1903 combined with furlough extending to the 8th Dec 1903.

From the former date the following appointments are made:—Mr A M Reuther Consvr 2nd grade Upper Burma on privilege leave to officiate as Consvr 1st grade; Mr F B Bryant Consvr 2nd grade Punjab to officiate as Consvr 1st grade vice Mr A M Reuther; and Mr H D D French Depy Consvr 2nd grade Bengal to officiate as Consvr 3rd grade in charge of the Oudh Forest Circle United Provinces of which he relieved Mr McKee on the afternoon of the 27th May 1903.

FOREIGN DEPARTMENT.

With the sanction of H M's Govt the Govr Genl in Council is pleased to recognise provisionally the appointment of Mr G Gorio as Consul for Italy at Bombay.

In exercise of the powers conferred by the Indian Foreign Jurisdiction Order in Council 1902 the Govr Genl in Council is pleased to direct that in the notification of the Govt of India in the Foreign Dept No 393-I B dated the 13th July 1900 the words "in the Hyderabad Assigned Dists and those shall be cancelled.

With reference to notification No 530-G dated the 2nd April 1903 the provisional recognition of the appointment of Aga Mahmood as Vice Consul for Persia at Rangoon has been confirmed by H M's Govt.

Capt A E McBarnett D S O Indian Army is appointed to be a Reserve Officer with the Frontier Irregular Corps in the North-West Frontier Province with effect from the date of assuming charge of his duties.

Lieut Col G W P Dennys I M S an Agency Surg of the 2nd class and Civil Surg of Peshawar is granted privilege leave for two months and twenty-nine days with effect from the 15th June 1903 or the subsequent date on which he may avail himself of the leave.

Capt G Tate M B I M S is appointed to officiate temporarily as an Agency Surgeon of the 2nd class and is posted as Civil Surgeon of Peshawar with effect from the date of assuming charge.

Major G F Chenevix-Trench Indian Army a Political Agent of the 2nd class is posted as Political Agent in Zhob.

Capt A L Jacob Indian Army a Political Asst of the 3rd officiating 1st class is posted Asst Political Agent in Upper Zhob.

HERE, THERE, AND EVERYWHERE.

THOUSANDS of visitors to the Metropolis will be asking in a week or two how they can best see the great wilderness of houses. John o' London, in T.P.'s Weekly, suggest: Let him take the Underground Railway to Shepherd's Bush Station, and, on emerging in the daylight of the Uxbridge-road, let him step immediately upon an omnibus bound for the Bank, securing a front seat. He will then make his triumphal entry along five miles of straight roadway, flanked by magnificent streets, parks, shops, until, crossing Holborn Viaduct, is borne past the General Post Office, under the shadow of St. Paul's, and along cheapside to the portico of the Royal Exchange—the hub of the world.

In the same lively contemporary Mr. Humphrey Noel Bradford contributes a true incident of Queen Elizabeth and her favourite Leicester, characters always interesting to English men and women. When the Queen rode to Greenwich the crowd in the exuberance of their loyalty pressed close, and Leicester cut them with his whip.

Then, swiftly Elizabeth caught at his hand,
And ended his blows with her gentle command;
Prythee, hurt not my dear loving people, she spoke,
Pray, take heed that you harm not my dear loving folk.
But when they came crowding about her once more,
Till they stifled her nearly, and pressed her full sore,
She bent o'er her favourite's shoulder, full fain,
Whisp'ring, Cut them again, my lord, cut them again.

Kew, where the King named a new bridge on Wednesday week, is full of Royal memories. A century ago the heavy form of George III. was a familiar sight in its pleasant lines. The House of Hanover was very fond of Kew, and the plain brick structure, known as Kew Palace, was one of the architectural hobbies of George III. as the fostering of the botanic gardens of Lord Capel pleased George II., and was the only occupation of the widow of Frederick Prince of Wales. George IV. continued the family interest in the locality by becoming a patron of education, giving special benefactions to the Free School endowed by Lady Capel in 1721, and permitting it the title of the King's Free School.

The popularity just now of mole-skin waistcoats among the more wealthy members of society has, as we stated some weeks ago, caused a rise in the price of these little creatures skins. The Tailor and Cutter suggests that His Majesty's favour of the moleskin may assist in creating a new diversion for the landed aristocracy, who live in the Fens or the Eastern Counties. Mole-hunting may become a fashionable sport; it costs very little for the outfit and requires a deal of patience and skill before the quarry can be begged. Perhaps, after all, a hunt for mole-skin through the ordinary tailors' shops of the Metropolis would be quite as exciting; they might go a long way before they caught the scent.

Much has been heard since the visit of King Edward to Rome about what is described as the unpopularity of King Victor Emanuel II. This unpopularity largely exists in the Italian Civil Service (says The Queen newspaper), which is notorious as a large and expensive body. Here is an example: He had been cutting down the number of clerks in a Department, and had received a remonstrance from the head, who said that he was short-handed. Now, the King is a very early riser. When he was at Venice last year he used to go to the exhibition at seven o'clock in the morning. At nine he went down to that department and finding no clerk there, sat down to wait till they arrived. It was not until eleven that the first clerk turned up and found that he had been keeping the King waiting for a couple of hours. The King reserved his wrath for the head who had been short-handed.

News that will please the author of Lovely Woman is to hand from Paris, Mrs. Frederick Bell, of New York, has again, it seems, broken the year's record by the number and beauty of her gowns ordered from the Rue de la Paix modistes, though she is ten behind her own record, having this season bought forty costumes as against fifty in 1902. Nevertheless her purchases are far ahead of any other woman.

"Motoring Illustrated' prints some imaginary advice of a father to his son, and it is a matter for surprise that the language of the motor has not crept further into our everyday vocabulary than it has done. My son, said the pater to the young man who was spending too much money at college, do not make the mistake of over-estimating the horse-power of my income. I am an ordinary, middle-class, 12-horse power, parent. I belong in the touring category. Evidently you think I am a 90-horse racer, to judge from your bills. Get that idea out of your mind. Shut off the power a little. Go slower. Come off the top speed and burn less fuel. Stop in your garage a little more, and don't try and keep up with young men of greater horse-power than yourself. You cannot do it. Just remember that you are a 12-horse-power person, and keep in your class, and you'll be much happier and have fewer accidents.

In the account of his "First Visit to England" Ralph Waldo Emerson, the centenary of whose birth occurred on Monday, tells us his "desultory reading had inspired the wish to see the faces of three or four writers—Coleridge, Wordsworth, Landor, De Quincey, and the latest and strongest contributor to the critical journals, Carlyle." As it is with Carlyle more than any other English writer that Emerson's name has become associated, it may appropriately be recalled that it was the New England philosopher who first gave Sartor Resartus to America, and that through Carlyle's influence Emerson's first book, Nature, published in 1836, was introduced to readers in this country. Emerson visited Carlyle at Craigenputtock in the summer of 1833.

The majority of Emerson's hearers in this country were otherwise impressed than Alexander Ireland. At the close of one of Emerson's lectures a local pastor petitioned thus: We beseech Thee, O Lord, to deliver us from ever hearing such transcendental nonsense as we have just listened to from this sacred desk. When, in response to an inquiry of his neighbour Emerson was apprized of the minister's name, he remarked with gentle simplicity: "He seemed a very conscientious plain-spoken man.

The terrible list of accidents in the Paris-Madrid race has directed greater attention to motoring, and Motoring Illustrated anticipate time. It gives some events in 2003: The Surrey Magistrates' Automobile Club went on its annual run from Kingston-on-Thames to John O'Groats yesterday. The magistrates left Kingston at 9 a. m. Lunch was served in Edinburgh at 2 p. m. A speech in opposition to the proposed new law limiting motoring speed to 100 miles an hour was made by the chairman of the Bench. The magistrates will return today and hear a large number of prosecutions against pedestrians for annoying motorists by walking on the highway.

A motorist whose car was going at only 50 miles an hour was summoned for loitering and obstructing traffic in Piccadilly, and he was very properly fined. The recommendation of the London Traffic Commission in favour of discouraging "crawlers is gradually being carried out.

The extraordinary series of accidents appears to be all the stranger when it is remembered that only last week automobile trials were made in one of the busiest districts of Paris without a single accident. The Commission of the Municipal Council of Paris, which has been engaged upon the framing of a new set of automobile regulations, accepted an invitation from the Automobile Club of France to be present at a series of trials. The object of this test was to show that even at the highest speeds cars could be driven all over the city without the slightest danger. They all went over a route, taking in the busiest streets and most dangerous crossings, of a length of about twenty-five miles, in an hour and a half, though, of course, a good deal of time was lost through stoppages on account of the traffic. There was not a single accident during the whole run. One of the councillors remarked that the high speed of an automobile was an actual element of safety.

Some of the Scots worthies will sigh no sigh on hearing of the death of the witty Frenchman, Max O'Rell. It is reported that a Highland waiter once refused to serve the Frenchman at dinner, and when reproved explained: "It's no' to be expected that a self-respecting Scotsman could serve him with ceeveelity. Didn't he say we took to the kilt because our feet were too large to get through trousers?"

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NAVAL AND MILITARY NOTES.

It is understood that a Birthday Gazette is in preparation, but that it will be a short one. . . . Before the war, it was the custom once a year, on the Queen's birthday, or sometimes twice a year—for occasionally there was a distribution of Service rewards at the New Year—to go through the lists of those who were noted for consideration and appointments, and promotions were allotted with a due regard to the services which had been recorded. But the good work of the older generation was put aside in presence of the fresher claims of those who were fighting in South Africa, and numbers of officers of unblemished and distinguished reputation, who in the ordinary course would have been C. B.s and K. C. B.s long before now, have been left out in the cold. It is to be hoped that advantage will be taken of the forthcoming Gazette to recognise some of these claims.

Some very interesting figures are given in the Parliamentary paper just published showing the actual effective strength compared with the peace establishments of the 1st, 2nd, 3rd, and 4th Army Corps. They go far to dispel one of the most serious doubts entertained when the scheme was originally started, namely, that the numbers required to fill up the personnel would never be even approximately obtained. We ourselves never hoped for it, as we have said more than once, and we are glad to admit we were wrong. . . . . Another pleasing feature in the return under discussion is the rapid development of the 1st Class Army Reserve which is fast returning to normal conditions, and vindicating the often unfairly-impugned wisdom of the short-service system. . . . . Whatever defects in organisation and administration the Army Corps' system may still exhibit, it must in all honesty be conceded that the dry bones are being fast clothed with life and reality. The forces exist, or are rapidly growing into existence; they have ceased to be mere paper exhibits of what is to be rather than what is. This is undoubtedly a first step, but only one, on the right road towards the full justification of the scheme. We have yet to see that it will secure the autonomy of command and the greater independence of commanders by the adequate and unquestioning delegation to them of power and authority. Herein lies the chief excuse for creating these larger and more cumbrous units in substitution for the simpler divisional or district units which have hitherto served and which, with a little more fixity of tenure in generals and superior staff, might have continued to meet the latest requirements without any such drastic changes as we have seen.

The colour of ships has been always a vexed question, and although home stayers had become accustomed to the black hulls and yellow upper works—not always the same tint of yellow in different ships—the representatives of the White Ensign on foreign stations were differently coloured. Other Powers tried experiments, so did this country; the object in each case being to diminish the visibility of the ship as a target in ordinary weather. Finally, a shade of grey was adopted for the British Navy and precise instructions were given as to the admixture of black with white paint required to produce it. Apparently the matter must in any case depend largely upon atmospheric conditions. A rainstorm, for example, such as that in which the ships left Spithead on the Monday following the Coronation Review last year would suffice to obscure anything. But is it quite sure that the correct tint has been reached? As to daylight, nothing need be said at present, but in the Mediterranean, at any rate, it was found upon a recent occasion that, quite unexpectedly, the hulls of the grey ships showed up with remarkable distinctness when the searchlight was turned on them.

It may easily be that Lord Crewe did a useful service when he inquired last week in the House of Lords as to the conditions on which foreign warships are admitted to British ports outside the United Kingdom. But, at any rate, the Earl of Selborne was wise in combating the argument which has been put forward in some of the Australian papers in favour of an Australian navy tied to local ports, and which is based upon the supposition that the portguard and coastguard ships are anchored off the port to which they are nominally attached for the purpose of defending those ports in time of war.

The announcement made by Mr. Arnold Forster that the Admiralty had made up their minds at last to publish annually a list of ships in their order of merit as regards efficiency in gunnery is strongly to be commended, and is exactly what has been advocated in these notes for some considerable time past. There are many officers who maintain that such a list will cast an unfair reflection upon many ships which are handicapped by adverse weather conditions, but in that case the circumstances can be easily noted in the report and allowances made accordingly. Such a list will inevitably lead to increased emulation among the gun crews of the respective ships, and whenever it appears it is to be hoped that every publicity will be given to it both in and out of the service, and that it will be posted up on the lower deck of every ship in commission for the men to read mark, and learn.

The reports so persistently circulated lately to the effect that the new scheme of education in the United States Navy has proved to be a failure are utterly permature and incorrect. As a matter of fact the results are more favourable than the advocates of the scheme dared to hope for at first. In one of the smartest American flagships the chief engineer entered as an ordinary executive officer under the old system and his engines and staff are in the highest degree of efficiency. It is found that the course of training through which the officers have to go makes them thoroughly sound mechanical engineers. Even midshipmen are now placed in charge of steamboats' engines, and perform their duties satisfactorily, the course of instruction at Annapolis rendering them qualified, if necessary, to put the boat's engines together. The opposition to the scheme, which was just as bitter during its inception as it is in some quarters in our own service, is rapidly disappearing, and the new order of things is generally recognised as being as practical as it was inevitable. All that is required for complete success is patience and a loyal desire to give the scheme a fair trial.

A regrettable defect has been discovered in the machinery of the armoured cruiser "Donegal"—which has been undergoing a preliminary trial in the contractors' hands on the Clyde—which will necessitate the postponement of the "official" trials for at least another month. The high-pressure cylinder of the starboard engine developed a leak during the trial, and on examination after steam was down it was found to be fractured. This will necessitate the casting and fitting of a new cylinder, and although it is said that the contractors will complete the work in about a month, I anticipate a much longer period of waiting than that before the trials can be resumed.

There seem to be good grounds for hope that the "smoke nuisance" in connection with the use of "oil-fuel" will in time be greatly abated, if not wholly eliminated. During some recent trials in the steam basin at Portsmouth, the 30-knot destroyer "Spiteful," fitted with Reed boilers, which have been adapted for the burning of oil-fuel, succeeded in very greatly reducing the volume of smoke emitted from the funnels; in fact, at times no smoke at all could be seen, and unless one was near enough to hear the whirr of the engines, or the throb of the propellers, one would not have known that the vessel was steaming. The question as to how we are to obtain supplies of oil in time of war has not yet been tackled by any writer, so far as my reading goes. Yet it is one which should be solved before any large expenditure is incurred in providing the requisite fittings. As has been more than once pointed out in this column, we have no oil wells throughout the Empire, except in Borneo, and unless there are known to exist oil-bearing strata which will provide a plentiful supply, at a reasonable cost, the trials which the Admiralty are conducting would seem to be somewhat premature.

The "Essex," cruiser, one of the County class of ships, built at Pembroke, and engined by Messrs. John Brown and Company, of Clydebank, left Plymouth on Tuesday for an eight hours' full-power trial of her engines, but returned in the evening and reported that the trial had not been successful. Owing, it is stated, to the inferior quality of the coal supplied for the trial, it was found to be impossible to get the contract horse-power. The complaint as to the "inferior quality" of the coal with which this ship was supplied would seem to have some foundation in fact, since the "Good Hope" also attributes her inability to reach more than 27,000 i.h.p., on her recent trials with her new propeller blades, to "bad coal." How is it that the Navy is sometimes supplied with inferior qualities of coal? Does not the fact emphasise the contention of those who say that the anthracite mines of Wales should become national property?

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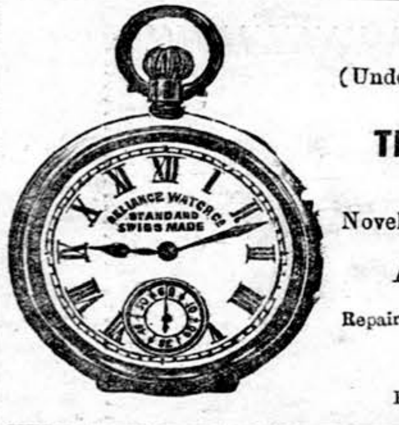

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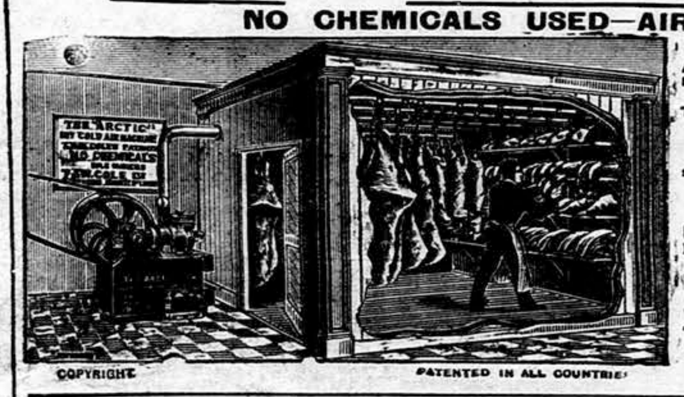

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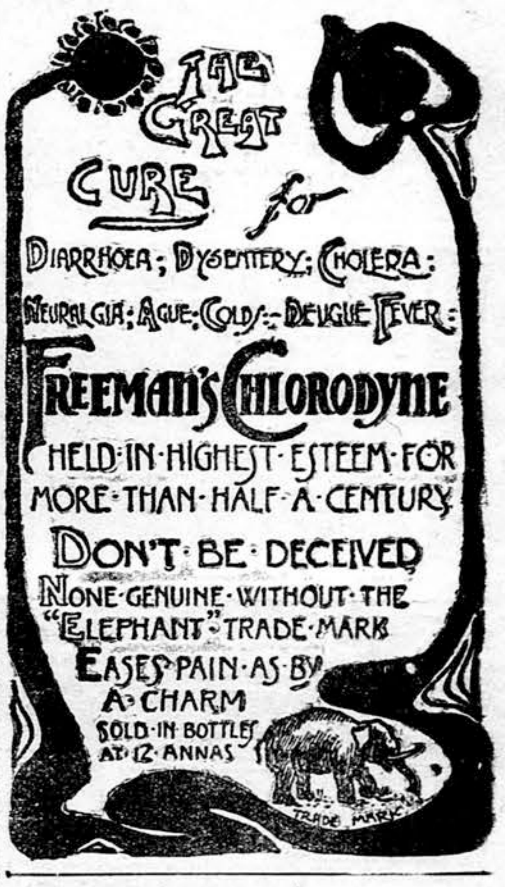

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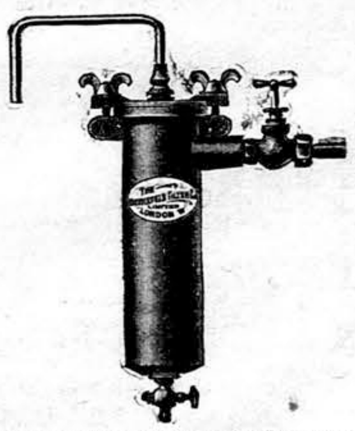
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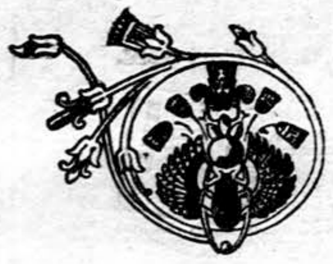

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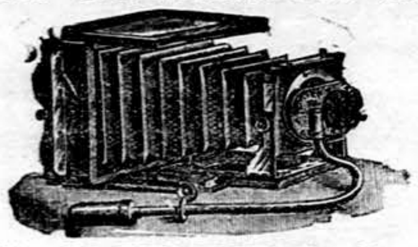

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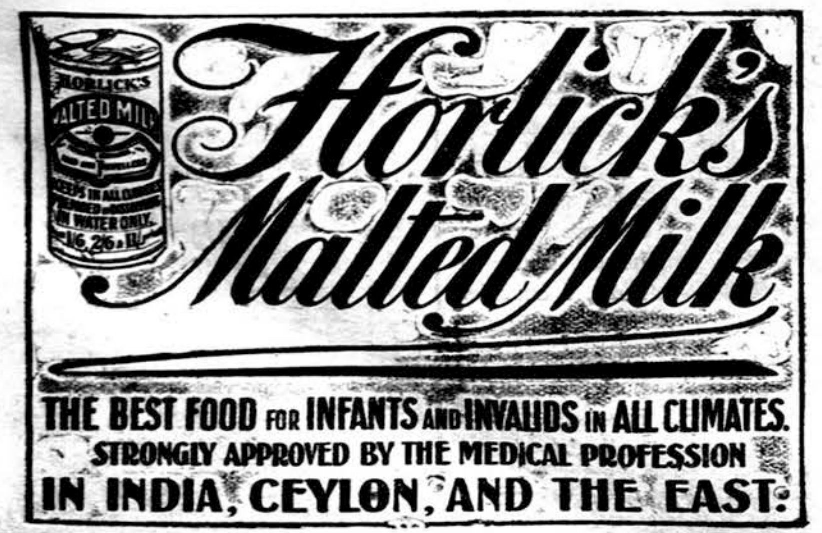
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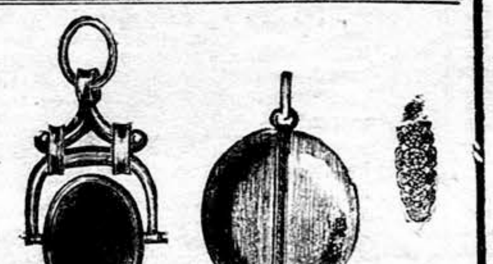

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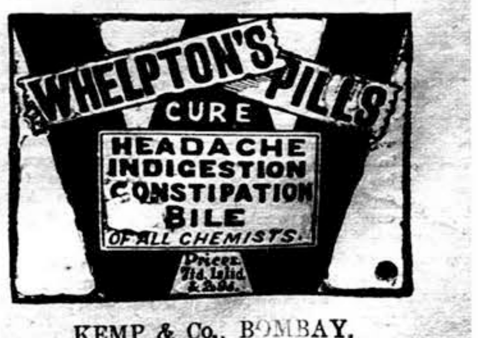

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